



August 2021

**SOUTHEAST DAYTON
NEIGHBORHOODS VISION**

Dayton, Ohio

UDA

URBAN DESIGN ASSOCIATES

SOUTHEAST DAYTON NEIGHBORHOODS VISION

PREPARED FOR
The City of Dayton

CITY MANAGER
Shelley Dickstein

CONSULTANT TEAM
Urban Design Associates

**SOUTHEAST STEERING COMMITTEE
AND STAKEHOLDERS**
CITY OF DAYTON
Todd Kinskey *Director*
Steve Gondol *Deputy Director*
Joe Weinel *Chief Engineer*
Tony Kroeger *Planning Division Manager*
Verletta Jackson *Community Engagement Manager*
Chris Lipson *Senior Economic Development Specialist*
Abigail Free *Planner*
Susan Vincent *Planner*
Jennifer Hanauer *Planner*
Holly Hornbeak *Planner*
Jeff Green *Planner*
Charles Porter *Recreation Facility Specialist*

CITYWIDE DEVELOPMENT
Karen DeMasi *Director of Community Development*
Katie Lunne *Senior Project Manager*
Nicole Steele *Senior Project Manager*
Erica Hubler *Community Development Specialist*
Alexis Vaske *AmeriCorps Vista*

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Emily Waterman *Leasing Manager, Skilken Gold*

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W.A.T.T. BUSINESS ASSOCIATION
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Mike Schommer *President*

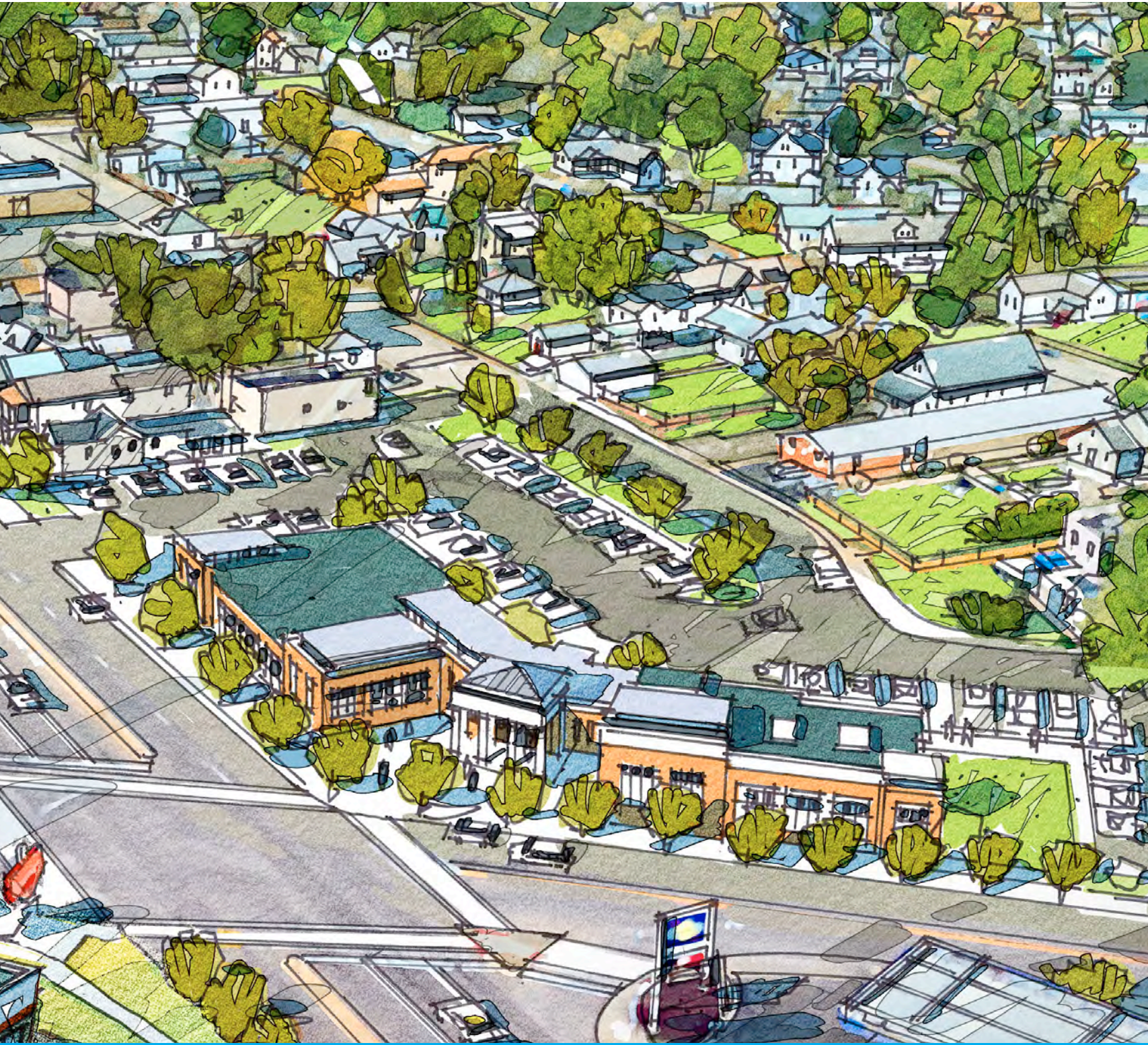
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Angelina Hoschouer *Manager of Development and
Marketing*

YMCA OF GREATER DAYTON
Megan Sullivan *Community Impact Director*
Carly Hall *Site Coordinator, Cleveland Elementary*



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Wayne Avenue A vision for the future of Wayne Avenue

INTRODUCTION

Southeast Dayton is comprised of healthy, desirable neighborhoods with opportunities to enhance retail nodes, trail connections, and parks. This planning process brought residents and stakeholders together to form a comprehensive vision for the community.

SUMMARY

Strong, committed neighborhood associations and residents care deeply about Southeast Dayton. This is reflected in the initiatives and investments occurring around the area and the robust participation of neighborhood associations. However, the entire geography lacks a unified vision that links the neighborhoods to one another, and by extension, to Dayton as a whole. This neighborhood vision document identifies opportunities to connect and strengthen the existing neighborhoods. The strategy for revitalization follows the City’s asset-based investment and development strategy: build on assets, focus on highest and best use, apply specific solutions with place-making, and prioritize nodes. This plan integrates all planning efforts in Southeast Dayton, identifies gaps in the planning, and provides a singular vision that allows for flexibility and clear redevelopment opportunities.

The City should focus simultaneously on improving retail nodes, such as the Wayne Avenue corridor and the Belmont Business District, and on improving access to trails and open spaces. Building new housing that appeals to a wide market, especially seniors,

is increasingly important for the continued success of these desirable neighborhoods. Sites such as the former Belmont High School present opportunities to raise the value of surrounding areas and increase housing choices. A cohesive framework between these neighborhood nodes, opportunity sites, and open space amenities is an essential component of catalyzing corridors and uniting these communities.

The Study Area Boundary

The Southeast Dayton study may be geographically smaller than the other quadrant study areas, but the neighborhoods are well connected. Therefore the strength of one business district, corridor, or park has a greater impact on any adjacent neighborhood. Unlike other parts of Dayton, divisions between neighborhoods are often streets and not geographic features. The southeast quadrant is bounded by the:

- City boundary to the east
- City boundary to the south
- Woodland Cemetery and Wayne Avenue to the west
- U.S. Highway 35 to the north



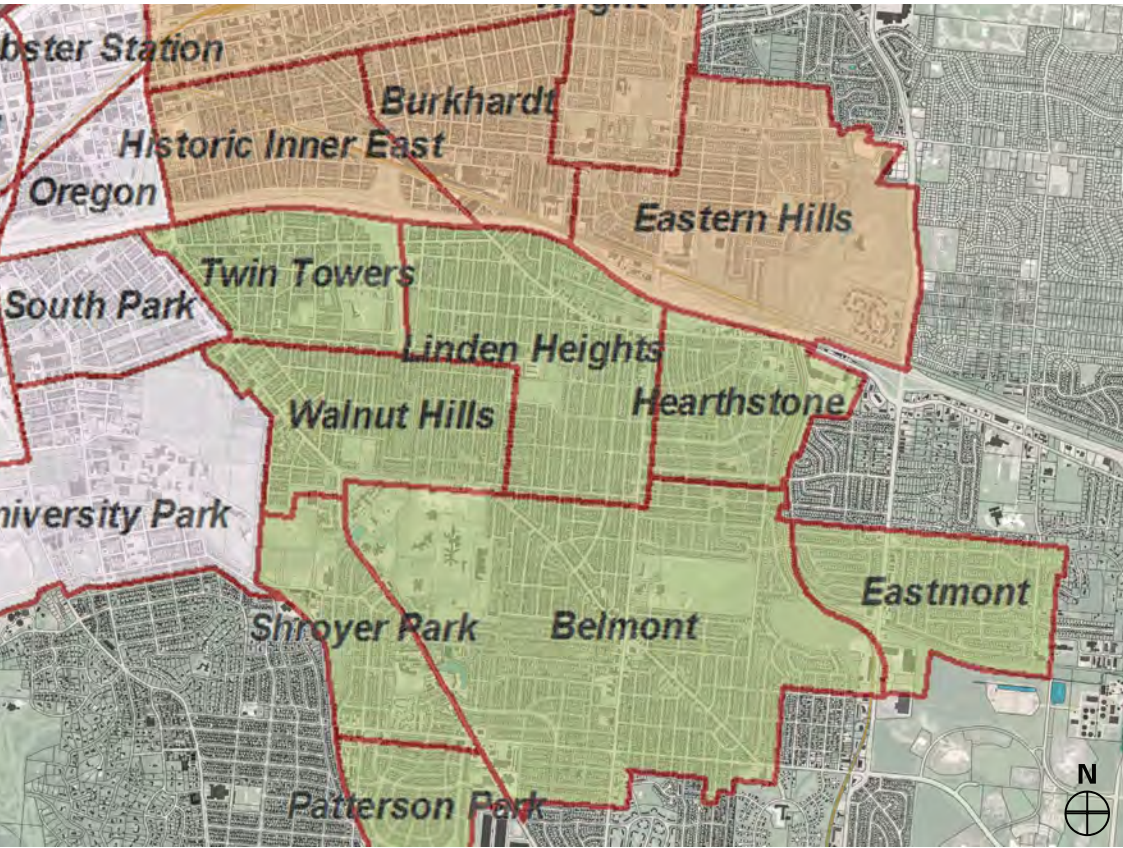
Uniting the existing plans and understanding how they relate is a crucial first step.

SOUTHEAST DAYTON NEIGHBORHOODS

- Belmont
- Eastmont
- Hearthstone
- Linden Heights
- Patterson Park
- Shroyer Park
- Twin Towers
- Walnut Hills



An aerial view of Twin Towers, Linden Heights, Walnut Hills, Eastmont, and Belmont illustrating the connectivity of all of the neighborhoods.



The Southeast Dayton study area is comprised of 8 neighborhoods

The History of Dayton’s Southeast Neighborhoods

By Samiran Chanchani, HistoryWorks, LLC

HISTORY

Southeast Dayton is comprised of eight neighborhoods: Belmont, Eastmont, Hearthstone, Linden Heights, Patterson Park, Shroyer Park, Twin Towers, and Walnut Hills. Located to the southeast of the original Dayton plat laid out by Daniel Cooper and east of the Great Miami River, the site was originally in Dayton Township and comprised of rich agricultural land. In 1841, the same year that Dayton was incorporated, Van Buren Township was carved out of Dayton Township. The southeast neighborhoods are situated in northern portion of what was Van Buren Township.

The Miami Valley had long been home to indigenous peoples. Prior to the Greenville Treaty of 1795, it was home to the Miami tribe. An early Euro-American settlement in the area was that of the Watervliet Shaker Society, formed on the banks of Little Beaver Creek after the community settled there in 1805. The community was called Shakertown later during the nineteenth century. The present-day Watervliet Avenue, called Shakertown Road during the mid-nineteenth century, is named for the community. By the 1830s, Xenia Road (which then extended to Linden Avenue) connected these agrarian communities north to downtown Dayton and east to Xenia. Wilmington Turnpike (now Wilmington Pike), which branched from Waynesville Road

(now Wayne Avenue), provided transport to the settlement at Wilmington to the south. The Southern Ohio Lunatic Asylum, later called the Dayton Mental Health Center, was the second mental health institution in Ohio and was constructed at the intersection of Wilmington Pike and Wayne Avenue in 1855. Over the nineteenth and twentieth centuries, the original building was added to and several other buildings constructed on the property, eventually making it a self-sustaining community. The expansive Victorian main building, which is listed on the National Register of Historic Places, ended its operation in 1978. The site now operates as 10 Wilmington Place, a senior living community.

Van Buren Township was particularly renowned for the high-quality limestone, known as “Dayton Marble,” which was mined from its stone quarries. Indigenous peoples had long used the rich stone deposits, as evidenced from artifacts. Later during the 1820s, Euro-American settlers discovered deposits of limestone near Beavertown, south of the neighborhoods. The limestone was used rough-cut to construct buildings in Dayton and its vicinity. The high demand for stone for the construction of the Miami Erie Canal during the 1830s coincided with the discovery of new deposits further north closer to Dayton. The newer quarries were located near Wayne Avenue and its intersections with Wilmington Pike and Watervliet Ave-

nue, in present day Walnut Hills, as well as in present-day Belmont. Stone from Van Buren Township quarries was used for building canal locks of the Miami Erie Canal, the old and existing Courthouses in Dayton, as well as the old library building in Cooper Park that stood on the site of today’s main Dayton Metro Library. Upon the arrival of the railways, Dayton Marble was exported throughout the state for the construction of buildings.

The Cincinnati, Dayton and Hamilton Railroad was the first to operate in Dayton. Its construction began in 1846 in the Miami Valley, attracting Irish and German immigrants who were looking for work. These immigrants stayed on to work in Dayton’s new factories. Dayton’s expansion into Van Buren Township was triggered by immigration, particularly of Germans. With the influx of immigrants, Xenia Avenue, known at the time as “The Dutch Boulevard,” became a vibrant hub of social, cultural, retail, and commercial activity. The German settlers in the Twin Towers area, which was platted during the 1840s and 1850s, coalesced around two institutions – St. Mary’s Catholic Church, established in 1855, and the German Otterbein United Methodist Church, which was established in 1859. During the last quarter of the nineteenth century, Orthodox Jews from Russia and Lithuania settled in the area, coalescing around the Beth Abraham Synagogue located on Wayne Avenue near Jones Street.



Southern Ohio Lunatic Asylum, now 10 Wilmington Place, circa 1933

St. Mary’s Catholic Church and the Otterbein United Methodist Church have been significant for the southeast Dayton community through the twentieth century. In 1906, a new building housing the Catholic Church was constructed, replacing the earlier one. The later St. Mary’s Catholic Church is listed on the National Register of Historic Places. In 1968, the Otterbein United Methodist Church was replaced with a mid-century modern church and community center which remains standing. The modest Beth Abraham Synagogue building on Wayne Avenue was destroyed in the Great Flood of 1913, and subsequently many members of its community moved to higher ground in the Dayton View area.

If the railroad brought in immigrants and catalyzed Dayton’s industrial growth, the development of the city’s streetcar system was crucial to its expansion, including of its southeast neighborhoods, particularly during the early decades of the twentieth century. In 1872, Wayne and Fifth Street Railroad began operating a horsecar from First and Main streets to the Asylum via Wayne Avenue. In 1881, the Fifth Street Railway Company started operating a horsecar from Fifth and King Street to Fifth Street and Linden Avenue in the southeast. The line, which became part of the People’s Railway, was electrified in 1896. By the early 1920s, electric streetcar lines and new traction lines crisscrossed Van Buren Township. The new lines were geared toward



Watervliet Avenue, circa 1950

suburban development, making it easy for residents to commute to the city. This helped propel the growth of communities in the southeast of the city, changing the agrarian landscape of the area and shaping the neighborhoods that comprise it in the present day.

Linden Heights and Walnut Hills were the earliest streetcar suburbs, with platting beginning during the 1880s and accelerating at the turn of the century when the streetcars were electrified. Walnut Hills developed with a focus on the streetcar along Wayne Avenue; Linden Heights, which took its name from a small subdivision platted in 1909, benefited from the Fifth Street Railway along Linden Avenue. The subdivisions comprising these

neighborhoods comprised of modest lots laid out in grid-iron patterns, typically with services alleys between street-facing lots. The neighborhoods were home to workers who commuted to the NCR facility to the west or to Delco and Frigidaire factories in Webster Station near downtown Dayton.

Belmont, which was originally a small community comprised of seven dwellings in 1898, developed into the largest neighborhood in the area after the Dayton & Xenia Traction Company began running its cars through the area in 1900. During the 1920s, Delco and other industries set up factories in Van Buren Township, which in turn furthered suburban growth there. It was platted during the first

two decades of the twentieth century, eventually extending from Wilmington Pike to the west and the Baltimore and Ohio Railroad (Norfolk Southern) Railroad line to the east, and from Wayne Avenue to the north to Patterson Road to the south. The period of its platting was also one of significant development in suburban planning. Early plats were laid out in grid-iron patterns, similar to Linden Heights and Walnut Hills. The later plats, from the 1900s and 1920s, were formed of curvilinear roads, following the idea of picturesque suburbs forwarded by the nationally renowned Olmsted Brothers' landscape architecture firm adapted with the growing popularity of automobiles in view. Hearth-

stone, Patterson Park and Shroyer Park, which developed from the 1920s to the 1940s, were all influenced in their layout by the Olmsted Brothers' planning principles. These four neighborhoods were annexed to the City of Dayton in 1930.

Growth of neighborhoods in the southeast slowed during the Great Depression and Second World War, only to resume during the economic boom and the arrival of returning veterans that triggered a demand for housing in Dayton. In the 1950s, Eastmont was the last of the neighborhoods to be platted and the last of the southeast neighborhoods to be annexed to Dayton in 1955. A mid-century automobile suburb, Eastmont features curvilinear roads ending in cul-de-sacs.

The major arteries, particularly Wayne Avenue north of Wilmington Pike, Xenia Avenue, and Linden Avenue, were characterized by retail and other business interspersed between single homes. While the construction of US-35 during the 1960s and the economic downturn and suburban flight that followed the construction of highways took a toll on the neighborhoods and the local businesses that they supported, the southeast neighborhoods remained more stable than others in Dayton. In spite of these mid- and late-twentieth century challenges, the southeast neighborhoods retain much of their historic fabric. The single homes of historic Revival styles, the American Foursquares, the Cape Cods and the Ranch homes showcase the popular types and character of the time they were constructed. Public parks, such as the Belmont Park and Walnut Hills Park laid out during the 1920s,

continue to serve residents of the neighborhoods. Businesses, such as the National Register-listed Westbrook Funeral Home and the Esther Price store, both on Wayne Avenue, display a continuity with the past. With newer retail and business facilities flanking the road, Linden Avenue retains a commercial character. Historic institutions, such as St. Mary's Catholic Church and the re-purposed asylum buildings, stand as historic markers of earlier periods in the history of these southeast neighborhoods.

Library of Congress

Planning Process

COMMUNITY ENGAGEMENT

The engagement process listened to residents’ needs and visions and translated these into actionable projects. The three-step process previously used for the other three city quadrants was adapted to a hybrid virtual format due to the COVID-19 pandemic; the expanded tools allowed for a wider participation and more options for engagement. Tools used included:

- Project website as a central location for project information and engagement
- Virtual Meetings for stakeholders and the public were hosted via Zoom; hybrid meetings with city representatives and a group of socially-distanced participants were also effective in providing options
- Interactive Mapping tool was designed for participants to explore interventions in detail and leave place-based comments.

The team listened to stakeholders and residents with multiple feedback loops and invited all partners to participate in the decision-making process. At each stage, input is guided into the urban design and policy recommendations.

Step 1: Kick-off & Understanding

- In-depth download from City and CityWide staff about planning work-to-date
- Sharing of data, base-mapping, and drawings of proposed ideas
- Meetings with key stakeholders, such as business owners and neighborhood institutions, who have been active or will be central to executing the vision in the future

- Public Forum for all members of the community to provide input

Step 2: Building the Vision

Residents, stakeholders, and city staff helped develop the vision in a four-day workshop that included:

- Coordination of existing plans for catalytic projects
- Discussions about revitalizing commercial corridors and nodes
- Virtual public meetings for the community to provide feedback and build support

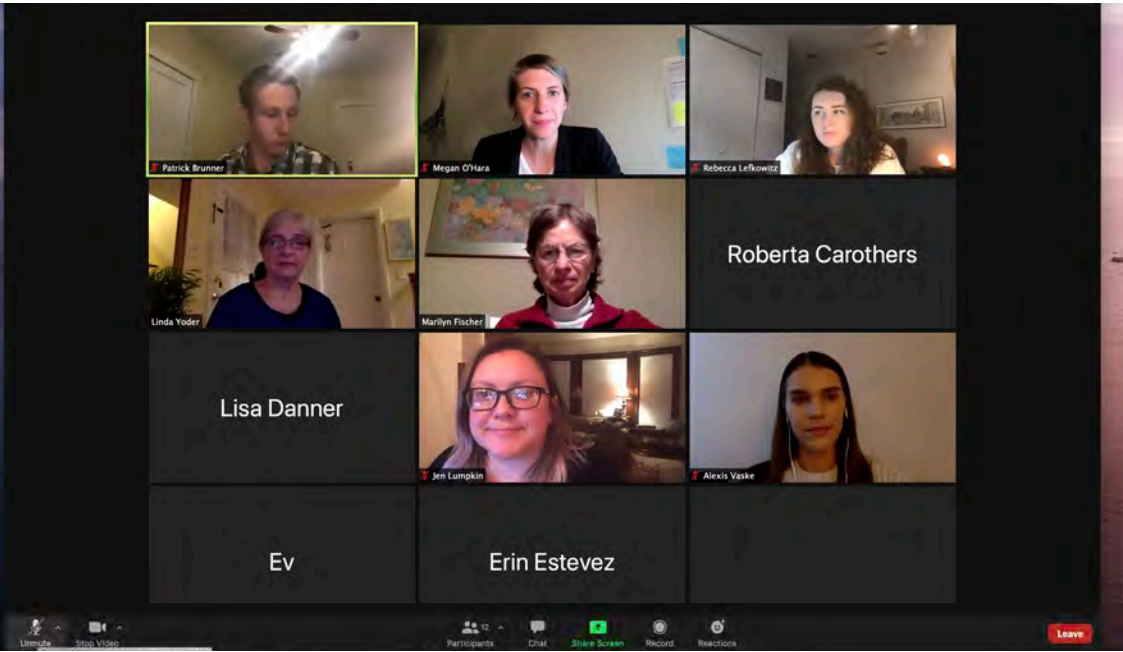
Step 3: Documenting the Vision

- Further refinement of catalytic housing and development strategies
- Final Public Forum for the community

STAKEHOLDERS & PARTNERS

The planning process connected stakeholders and helped to leverage potential partnerships within the neighborhood. The stakeholders and partners who participated are active neighborhood leaders who will be engaged in the implementation of projects.

- Residents
- City of Dayton
- CityWide
- Schools
- Bike Miami Valley
- W.A.T.T. Business Association
- Walnut Hills Neighborhood Association
- Linden Heights Community Council



Community Feedback Community members were encouraged to make suggestions during the vision workshop, which took place via Zoom meetings..

- Twin Towers Neighborhood Association
- Dayton Metro Library
- Belmont-Eastmont-Hearthstone Community Council
- East End Community Services
- Belmont Business Association
- Patterson Park Civic Association
- East End Community Services
- Belmont Business Association
- Patterson Park Civic Association

ASSEMBLING PREVIOUS PLANS

The plans, projects, and other relevant information were consolidated into a single drawing that served as the base to begin to think about how the neighborhoods could be strategically stitched and linked together. The drawing that resulted from this work is shown on the following page.

MEETING DATES

- Note: Two options (day and evening) provided on each meeting date
- Step 1: October & November 2020
 - October 19: Shroyer & Patterson Park Stakeholders
 - October 20: Belmont, Eastmont, & Hearthstone Stakeholders
 - October 21: Twin Towers, Walnut Hills, & Linden Heights Stakeholders
 - October 22: Wayne Avenue Stakeholders
 - October 26: Twin Towers, Walnut Hills, & Linden Heights Public Meetings
 - October 28: Belmont, Eastmont, & Hearthstone Public Meetings
 - October 29: Shroyer & Patterson Park Public Meetings
- Step 2: December 2020 - February 2021
 - January 19 & 21: Public Meetings



Neighborhood Discussions Zoom Break-Out Rooms, focused on each neighborhood in Southeast Dayton, were utilized in place of small, in-person group discussions.



Google Street View In place of in-person walking tours, residents described their favorite spots and the problem areas in their neighborhoods.

Existing Plans and Projects

FOCUS AREAS

- 1 POTENTIAL IMPROVEMENTS OR NEW TENANT
- 2 DEVELOPMENT OPPORTUNITY: SMALL BUSINESSES
- 3 PLACEMAKING/AESTHETIC IMPROVEMENTS
- 4 DEVELOPMENT OPPORTUNITY: SCHOOL ENTRANCE
- 5 DEVELOPMENT OPPORTUNITY: SMALL BUSINESSES
- 6 DEVELOPMENT OPPORTUNITY: PARK EXTENSION
- 7 DEVELOPMENT OPPORTUNITY
- 8 POTENTIAL NEW TENANT
- 9 DEVELOPMENT OPPORTUNITY: PARK REDESIGN
- 10 PLACEMAKING/AESTHETIC IMPROVEMENTS
- 11 ACCESS/AESTHETIC IMPROVEMENTS
- 12 PLACEMAKING/AESTHETIC IMPROVEMENTS
- 13 DEVELOPMENT OPPORTUNITY
- 14 POTENTIAL IMPROVEMENTS OR NEW TENANT(S)

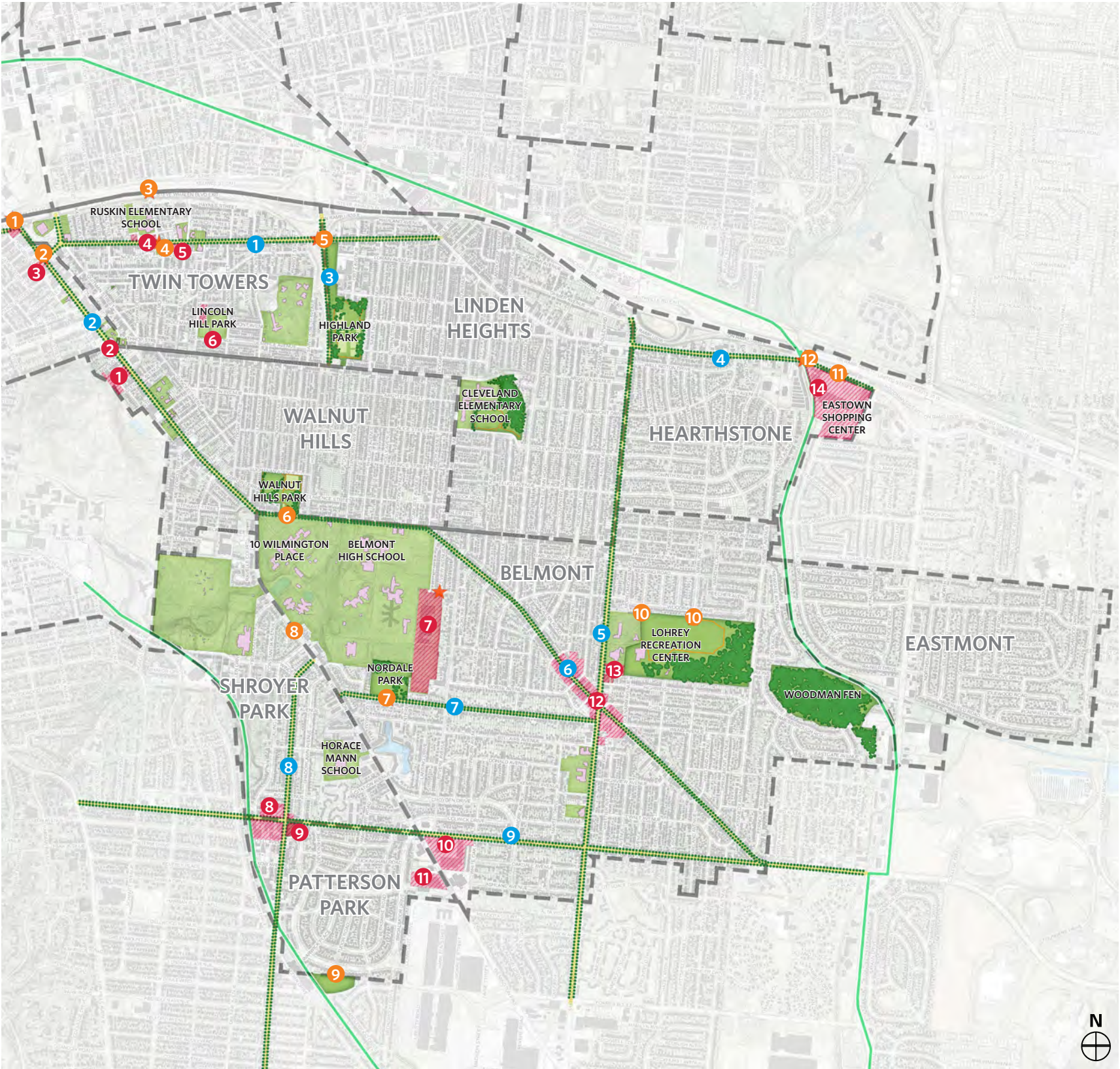
CORRIDORS

- 1 XENIA AVENUE: AESTHETIC IMPROVEMENTS
- 2 WAYNE AVENUE: AESTHETIC IMPROVEMENTS, SLOW VEHICULAR SPEEDS
- 3 STEVE WHALEN BLVD: CONNECTIONS TO XENIA
- 4 LINDEN AVENUE: AESTHETIC IMPROVEMENTS
- 5 SMITHVILLE AVENUE: AESTHETIC IMPROVEMENTS
- 6 WATERVLIET AVENUE: AESTHETIC IMPROVEMENTS
- 7 NORDALE AVENUE: AESTHETIC IMPROVEMENTS
- 8 SHROYER AVENUE: AESTHETIC IMPROVEMENTS, SLOW VEHICULAR SPEEDS
- 9 PATTERSON BLVD: SLOW VEHICULAR SPEEDS

GATEWAYS

- 1 WAYNE AVENUE/BUCKEYE STREET
- 2 WAYNE AVENUE/KEOWEE STREET
- 3 MCCLURE STREET BRIDGE
- 4 MCCLURE STREET/XENIA AVENUE
- 5 STEVE WHALEN BLVD/XENIA AVENUE
- 6 WALNUT HILLS PARK ON WAYNE STREET
- 7 NORDALE PARK ON NORDALE AVENUE
- 8 WAYNE AVENUE/IRVING AVENUE
- 9 JANE NEWCOM PARK ON GREENMOUNT BLVD
- 10 LOHREY RECREATION CENTER ON MERILINE AVE
- 11 EASTTOWN SHOPPING CENTER ON LINDEN AVENUE
- 12 IRON HORSE TRAIL/LINDEN AVENUE

- PREVIOUS AND ONGOING PLANS**
- Riverfront Master Plan (2018)
 - Twin Towers Neighborhood Redevelopment Business Plan (2006)
 - Xenia Avenue Corridor Plan (2020)
 - Wayne Avenue/Xenia Avenue Commercial Redevelopment Plan (1999)
 - Walnut Hills Park Strategic Plan (2017)
 - Twin Towers/Xenia Avenue Revitalization Plan (1998)
 - Twin Towers Crossing Housing Strategy (2006)
 - Patterson Park Neighborhood Association Strategic Planning
 - Walnut Hills: Leadership in Building Communities Report (2006)



Common Themes



**INVEST IN EXISTING PARKS AND
CONNECT NEIGHBORHOODS TO TRAILS**

Invest in Park Improvements

The neighborhood associations are maintaining and leading design processes for future investments in the existing parks. This plan explores recommendations for nearly all the parks in the Southeast, from improving visibility and access, to new amenities, to park furniture and creating new gathering space, to connecting trails and paths, to new proposed signage. These improvements will continue to increase the pride in and use of these parks.

**Improve Access and Connections to the
Dayton-Kettering Connector and Iron
Horse Trails**

The Dayton Kettering Connector and Iron Horse Trail are valuable assets for these neighborhoods, connecting to University of Dayton, downtown, the Creekside Trail, and, in the future, to the Flight Line. Certain access points could be improved, particularly in Shroyer and Patterson Park and at Eastown Shopping Center to the Iron Horse Trail. Walking and biking connections through the neighborhoods and along corridors can be improved so that residents can safely access these trail amenities.



ENHANCE NEIGHBORHOOD RETAIL NODES

**Pedestrian Safety and Comfort
Improvements**

Wayne Avenue, Watervliet, and Shroyer and Patterson have businesses and services located on them that residents enjoy walking to. In all three cases, these areas need improvements to enhance the walkability, such as wider sidewalks, more frequent crosswalks, defined parking (with curb extensions/bump-outs), and streetscaping improvements.

Develop Underutilized Sites

Residents identified a handful of important development sites at key intersections — Wayne and Wyoming, Shroyer and Patterson, Patterson and Wilmington. These sites are opportunities for more neighborhood-serving retail, restaurants, and services to which people can walk and ride bicycles.

Commercial Facade/Renovation Grants

The properties and businesses Watervliet would benefit from targeted renovation grants. These grants could be used for facade improvements, tactical parking lot improvements, pop-up toolkits for outdoor dining, and other uses that help small, local businesses stay flexible and responsive to current needs.



IMPROVE ACCESS AND VISIBILITY

Make Access to Xenia Avenue Intuitive

Twin Towers has suffered because Xenia Avenue is difficult to navigate to both on the west end at US 35 and Keowee Street and on the east end where it does not connect to Steve Whalen and turns into a residential street before connecting with Linden Avenue. Simplifying access on both ends would bring more traffic and people to the Twin Towers neighborhood to support the institutions and businesses, and to increase interest in the residential neighborhood.

Visibility and Access for Key Institutions

The engagement highlighted several institutions that are less visible because they are located several blocks behind major corridors, such as Ruskin Elementary and Lohrey Recreation Center. Using underutilized parcels and partnerships with existing landowners, improvements and new development can increase the visibility, presence, and connections to these neighborhood anchors.



**BUILD ON THE STRENGTH OF DESIRABLE,
HEALTHY NEIGHBORHOODS**

Build New Infill Housing

The neighborhoods of the Southeast quadrant are stable, healthy, and desirable. Even with the stability of the neighborhoods, high quality infill housing will expand the choices of current residents to stay in the neighborhood through all life stages and will allow new residents the opportunity to move to the Southeast neighborhoods. New housing increases the property values of current housing by showing that investment is happening in the neighborhood. Sites for new housing include the former Belmont High School site, vacant lots throughout the neighborhood, and new mixed-income development at commercial nodes.

Place- and Asset-Based Development Framework

The City's Adoption of Asset-based Development

In 1998, the City of Dayton began to employ asset-based development strategies to revitalize communities employing the following principles:

- Assets: Identifying the strengths of neighborhoods, people, and places.
- Relationships: Effectively engaging residents and key stakeholders in meaningful dialogue about their community while clarifying roles, limitations, and opportunities.
- Strategic partnerships: Engaging businesses, non-profit institutions, and residents around mutual self-interest and a consensus vision.
- Leveraged Investment: Building on public investments and attracting new funding and partners.

The City has played an active role in establishing asset-based community development projects throughout the City. In the Southeast geography, perhaps the greatest assets are stable, desirable neighborhoods with sound housing stock. The geography is further supported by open spaces in the form of parks and trails, as well as viable commercial areas. This plan seeks to build on these assets and use them to help guide investment into the future.

Using this approach, over the last decade, hundreds of million dollars in investment has occurred in Dayton.

KEY NODES IN SOUTHEAST DAYTON

- Wayne Ave. and Keowee St.
- Wayne Ave. and Wyoming St.
- Xenia Ave. at McClure St.
- Steve Whalen Blvd. and Xenia Ave.
- Linden Ave. and Iron Horse Trail
- Linden Ave. and Smithville Rd.
- Wayne Ave. and Walnut Hills Park
- Old Belmont School Site
- Belmont Business District
- Shroyer Rd. and Patterson Rd.
- Patterson Rd. and Wilmington Ave.
- Jane Newcom Park



Opportunity Nodes Key nodes, shown in orange, are linked with the open space network.

15-YEAR VISION FOR SOUTHEAST DAYTON

Concentrated, precise initiatives tailored to the needs of a specific corridor or neighborhood, will enhance the health of all of the neighborhoods of Southeast Dayton.

Developed in collaboration with community members in the Southeast neighborhoods, this plan pulled together efforts already underway, such as the Xenia Avenue Corridor Plan, the Walnut Hills Park Strategic Plan, and explored and illustrated new community visions. Focused on placemaking, connecting destinations, adding housing, and supporting small businesses, the opportunities in these neighborhoods require partnerships with existing owners and investment in public rights-of-way to improve walkability, placemaking, and access.

Twin Towers, Walnut Hills, Linden Heights

These neighborhoods are focused on supporting businesses and improving connectivity along major commercial corridors:

- Aesthetic and streetscape improvements on Wayne Ave, Keowee St, and Xenia Ave
- Institutional/commercial uses at Wayne and Wyoming Ave
- Possible vehicle and pedestrian connection between Steve Whelan Boulevard and Xenia Avenue.
- Walnut Hills Park investments

Belmont, Eastmont, Hearthstone

Featuring a strong residential community, these neighborhoods' opportunities include investing in existing assets and bringing new uses to the neighborhood, such as:

- New housing on the former Belmont High School site
- Aesthetic and streetscape improvements along Watervliet Ave
- Aesthetic improvements and mixed-use interventions at Easttown Shopping Center
- Improving connections to open space amenities, such as the Iron Horse Trail, Lohrey Recreation Center, and Woodman Fen

Patterson Park, Shroyer Park

Patterson Park and Shroyer Park are mature neighborhoods with engaged residents. Several ideas that emerged include:

- Supporting businesses and strengthening the aesthetics of commercial edges at Wilmington and Patterson as well as Shroyer and Patterson
- Improving the quality and maintenance of recreational assets at Jane Newcom Park

IMPLEMENTATION

The final section of this Vision Plan focuses on the sequencing necessary to achieve each project and initiative described in the plan. Projects are categorized as publicly-led or privately-led. The implementation section outlines project leads, time frames, and potential funding sources.



Open Space Framework Plan

One important gap that the residents and stakeholders identified is that opportunities and assets are not well connected. More-so than any other quadrant in the city, these neighborhoods are primarily residential and struggle with connecting existing assets to each other. To address this issue of connectivity, this vision plan focuses on improving corridors, increasing walkability within and between neighborhoods, and enhancing the recreational and natural amenities.

Iron Horse Trail/Future Flight Line

Extending from Kettering and connecting to the Creekside Trail, the future Flight Line, and the Mad River Trail, the Iron Horse Trail is a well-used path to traverse the southeastern neighborhoods on foot or by bicycle. In the near future, Iron Horse Trail will connect to the Flight Line, a proposed trail system on an old railroad line. This connection will prove extremely valuable as it will provide a major link to Historic Inner East, Oregon District, and downtown. Where possible, enhancing the edges, designing pleasant access points, and providing recreational programming along the trail should be prioritized, in particular at these locations:

- Eastown Shopping Center at Linden Ave
- Eastown Shopping Center at the southern end of the property
- Arcadia Boulevard
- Woodman Drive
- Patterson Road

Walnut Hills Park

Following the existing strategic plan, the improvements proposed aim to increase accessibility and visibility of the well-loved park.

Highland Park & Steve Whalen Blvd

A remnant of an incomplete highway project, Steve Whalen Boulevard should be better tied into the amenities at Highland Park. The multi-use path along Steve Whalen Blvd could be better connected to adjacent neighborhoods to the east.

Nordale Park

With possible housing at the former Belmont High School site to the north, Nordale Park should connect to Belmont High School, 10 Wilmington Place, and the library.

Lohrey Recreation Center & Woodman Fen

Nestled between Immaculate Conception Church and Iron Horse Trail, these two parks are excellent community amenities for youth athletics and leisurely recreation.

Patterson Park

At the southeast commercial corner of Shroyer Road and Patterson Road sits the heavily-wooded, underutilized Patterson Park open space area. This is a unique opportunity to activate a gathering space at the intersection of two neighborhoods.

Jane Newcom Park

Issues with maintenance and accessibility should be solved to enhance the well-loved neighborhood amenity.

Dayton-Kettering Connector

Trail connections at Irving Avenue and Patterson Road should be improved.





URBAN DESIGN ASSOCIATES

Access points to the many trails in Southeast Dayton should be improved, like the one at Irving Avenue to the Dayton-Kettering Connector above, so they are both safer and better utilized

TWIN TOWERS, WALNUT HILLS, LINDEN HEIGHTS

Desirable residential neighborhoods in this area are lined with vibrant commercial corridors and rely on walkability and connectivity.

INTRODUCTION

The three neighborhoods tucked between US 35, Wayne Avenue, and Smithville Road are mature residential neighborhoods that are well positioned to draw on the economic strength of downtown, South Park, and the University of Dayton.

Twin Towers, the northwestern-most neighborhood of the three, has been the focus of the August 2020 Xenia Avenue Corridor Plan by CityWide. Once a bustling commercial corridor, Xenia Avenue is the location of several businesses and institutions but has challenging connections on both the east and west. Mission of Mary Cooperative, East End Community Services, New Hope Church, and Ruskin Elementary School are institutions

that have largely driven the neighborhood evolution, making building improvements, providing park maintenance, and more. Providing better connectivity for these existing services would help existing operations thrive and continue to stabilize the neighborhood.

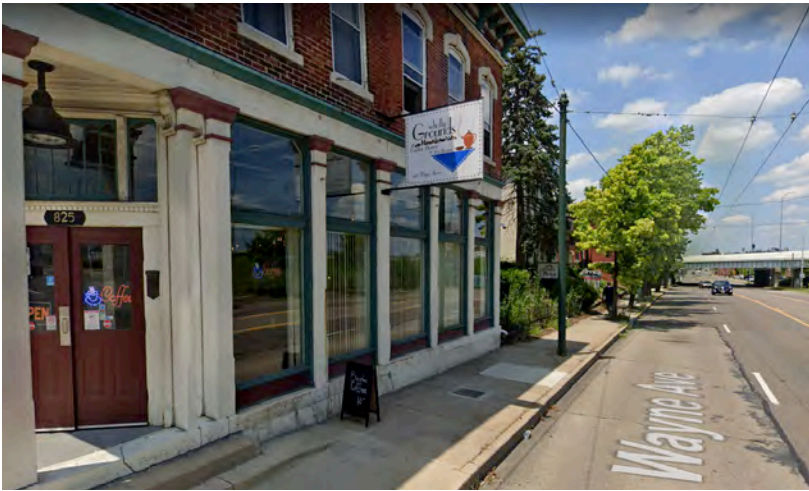
Walnut Hills is one of the most stable residential neighborhoods in the southeastern quadrant. With a strong Neighborhood Association, a well-maintained park, and good visibility and access the recommendations relate to continuing to build on this strength. The edges of this neighborhood are the most vulnerable to vacancies and poor maintenance.

Just to the east of Twin Towers lies the strong residential neighborhood of Linden Heights. Relatively minor recommendations focus on individual properties that are underutilized and the edges of the neighborhood.

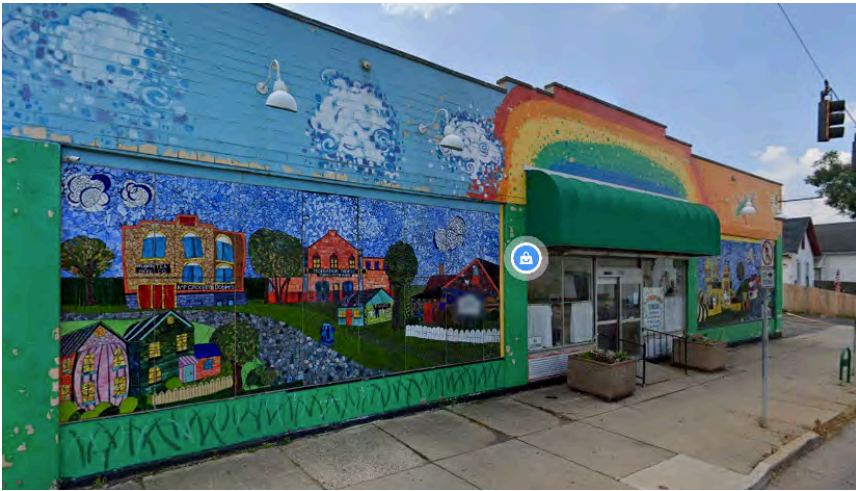
The commercial corridors of this region act as hard edges with little incentive for pedestrians to cross rather than seams joining neighborhoods together. This lack of walkability causes issues for the viability of retail and other commercial enterprises along car-oriented corridors. Re-evaluating the streetscapes and condition of the pedestrian realm should be a priority for this group of otherwise strong neighborhoods.



Location Map



Wholly Grounds is one of many successful businesses located along Wayne Avenue, a busy, car-oriented corridor connecting downtown to the south with very few pedestrian-oriented spaces.



Twin Towers' highly active institutions and vibrant commercial uses are located primarily along Xenia Avenue and centered around Ruskin Elementary School.

XENIA AVENUE CORRIDOR PLAN OBJECTIVES

- Evaluate parcel conditions and make recommendations that positively impact the corridor
- Improve the entrance to Xenia Avenue from Keowee Street creating a business district and neighborhood gateway
- Introduce incremental steps to create a node around some of the corridor's strongest assets
- Identify potential opportunities to address food insecurity and other retail needs for residents
- Identify opportunities to make Xenia Avenue a destination for people outside the neighborhood
- Support East End and CleanEnergy4All leadership by prioritizing plan elements



Walnut Hills and Linden Heights feature rolling topography and older architecture



The residential neighborhoods in this area are strong and active.

Wayne Avenue Corridor: Overview

OVERVIEW

The Wayne Avenue corridor is a major arterial connecting Downtown to the southeastern neighborhoods and beyond, including Kettering. Particularly at peak commuting times, this corridor carries heavy traffic volumes to and from employment centers. The uses along the corridor are largely commercial, and Wayne Avenue connects South Park to the west and Twin Towers and Walnut Hills to the east. Important nodes along this corridor include the Y-shaped intersection at Wilmington Street, the intersection at Wyoming Street, the most heavily trafficked intersection at Keowee Street, and the underpass at US 35.

Challenges

- Wayne Avenue is uncomfortable and unsafe for pedestrians to walk along and cross due to infrequent crosswalks and five lanes of fast-moving traffic
- Several commercial properties are currently underutilized
- The asphalt is in poor condition and requires maintenance and/or repaving



Location Map

- Five travel lanes are necessary between Keowee Street and Wyoming Street due to high traffic counts (this segment serves over 20,000 cars daily)
- Although Wayne Avenue serves as an entrance for many of the surrounding neighborhoods and Downtown, it lacks signage and any sense of gateway

Opportunities

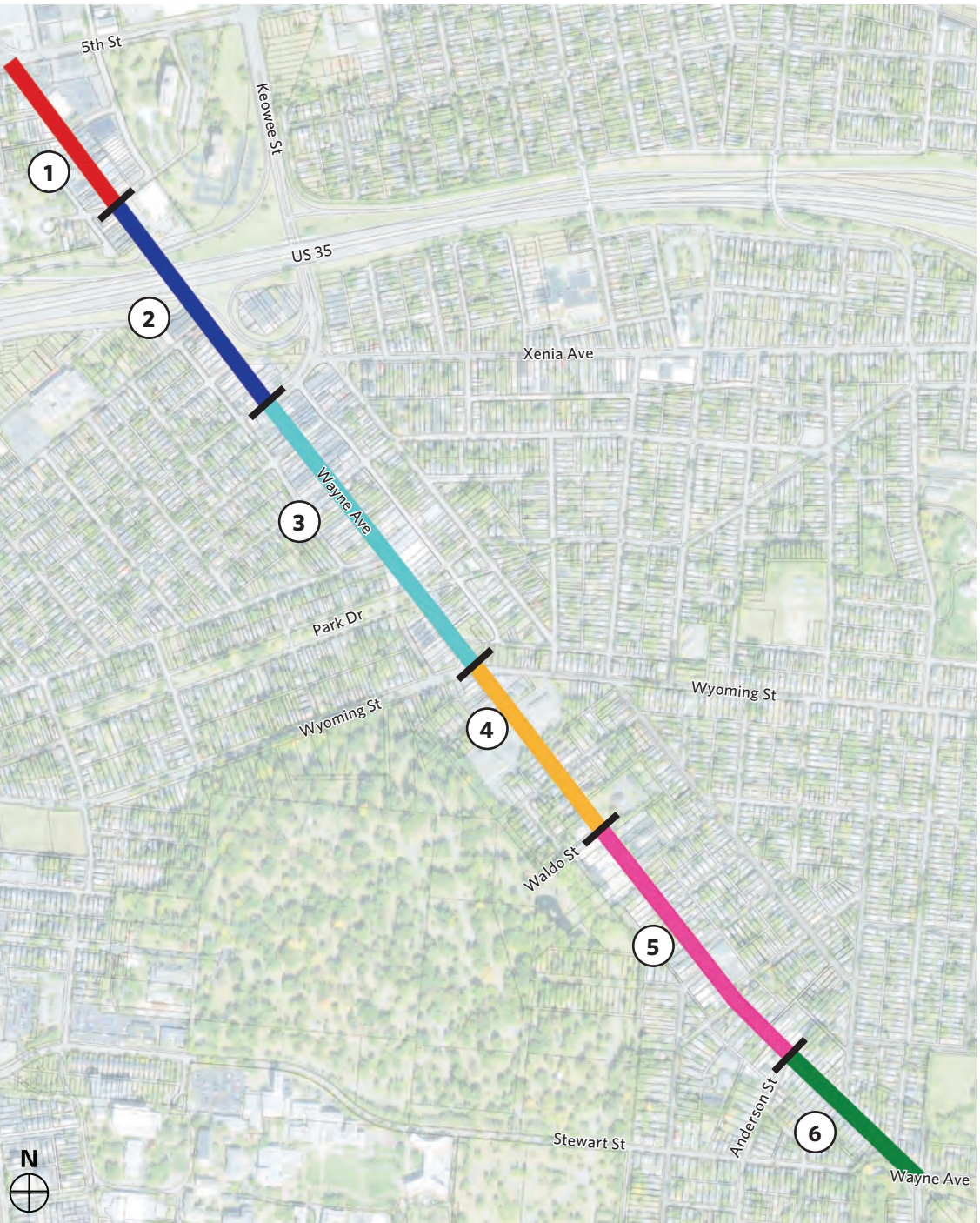
- The traffic counts north of the Keowee Street intersection and south of Wyoming Street are low enough to reduce lanes
- Kroger is a destination and pedestrian safety walking to and from the store are concerns. Any redevelopment or reinvestment in the property presents an opportunity to make this a safer, more beautiful destination
- Several contiguous vacant parcels on the northeast corner at Wayne and Wyoming present an opportunity for development

RECOMMENDATIONS

Wayne Avenue & Keowee Street

Due to its connection to US 35, this intersection provides a crucial north-south link in and out of Downtown. The City should redesign Wayne Avenue to provide on-street parking where possible, clarify traffic flow patterns, and establish gateways using signage. These changes paired with streetscape improvements like landscaping, lighting, and signage will benefit businesses lining the corridor.

Adams Street is a one-way, westbound street that intersects with Wayne Avenue and Keowee Street leading into a quiet South Park neighborhood. Narrowing the street and enhancing street furniture would deter drivers



Each colored segment represents a separate Wayne Avenue improvement project.

E 5th St to Bainbridge St

- Today: 1 travel lane in each direction, on-street parking lane on both sides (no curb bump-outs), center turning lane
- Proposed by City (2025): Add curb bump-outs to formalize parking

Bainbridge St to Keowee St

- No improvements planned by the City
- Today: 2 travel lanes in each direction, center turning lane
- Proposed: Reduce to 1 southbound travel lane by adding curb bump-outs to formalize a parking lane

Keowee St to Wyoming St

- No improvements planned by the City
- Today: 2 travel lanes in each direction, center turning lane
- Proposed: Due to high traffic counts along this stretch (over 20,000 cars daily), the only recommendation is to improve the pedestrian crossings at Clover St

Wyoming St to Waldo St

- Today: 2 travel lanes in each direction, center turning lane
- Proposed by the City (2024): Roadway improvements

Waldo St to Anderson St

- No improvements planned by the City
- Today: 2 travel lanes in each direction, center turning lane/painted median
- Proposed: Eventually match adjoining street segments

Anderson St to Wilmington Ave

- No proposed improvements
- Today: 2 travel lanes in each direction, center turning lane

from cutting through this street. The parking lot in front of the Halal International Market could be activated with signage to improve the appearance of the corner.

Wayne Avenue & Wyoming Street

Located at the convergence of three neighborhoods, this intersection has a suburban context that is not appropriate for its urban location. The City should work together with the private sector to develop new commercial and/or institutional uses at the vacant northeast corner. The City should clarify traffic flow patterns in and out of the fast-food and gas station uses and enhance the public realm with new lighting, a wider sidewalk, and street trees.

Just south of the intersection at Wayne Avenue and Wyoming Street, the grocer Kroger serves the region. Kroger does not own the building; however, in the meantime, this site should undergo maintenance to improve the parking lot slope, facade, signage, and landscaping. A signalized pedestrian crossing for Kroger access should be constructed to improve pedestrian safety, as the nearest crosswalk is at Wyoming Street.

Walnut Hills Park

Walnut Hills Park is a well-used neighborhood asset maintained by the Walnut Hills Neighborhood Association's park team. The strategic plan includes: adding signage; basic repairs and maintenance; hosting community events; adding parking at the end of Clarence Street; enhancing ADA-compliant accessibility; and adding benches, picnic tables, and a mural.

In the longer term, the WHA's park team will continue to work with the City to replace the retaining wall along Wayne Avenue to match

the walls at the intersection of Wayne Avenue and Wilmington Avenue and to incorporate a new staircase/ramp to enhance accessibility and visibility from Wayne Avenue. Due to the surrounding topography, visibility and access should be a focus.

Xenia Avenue in Twin Towers

Historically a prominent commercial corridor, Xenia Avenue is currently the location of several successful businesses, Ruskin Elementary School, a cluster of churches, and residential houses and buildings, some of which are vacant or in disrepair. Residents and stakeholders agree that Ruskin Elementary should have a new front door on Xenia Avenue. Drop-off and pick-up times at the school cause congestion on neighboring streets and put pressure on available parking spaces. The City should acquire and develop an attractive event space/parking lot where the vacant convenience store is now located. This plaza would provide a new resource for the school while providing a long-term asset for whatever development occurs near in this section of the corridor.

New Hope Church's buildings on the south side of Xenia Avenue between Fillmore Street and Steele Avenue have existing storefronts that would be ideal locations for small retail, restaurant, or cafe businesses. Local businesses and services should be recruited to occupy these spaces to help activate this section of the corridor.

One of the major obstacles that hinders development along the Xenia Avenue corridor is connectivity on either end. To the west, the intersection at Keowee Street and Xenia is confusing and dangerous for drivers and pedestrians alike. The on- and off-ramps of

US-35 do not align with Xenia Avenue, making it difficult and not intuitive for drivers to access the corridor. The City should prioritize realigning the US-35 ramps to create a four-way intersection with Keowee Street and Xenia Avenue. This would clarify traffic flow patterns, enhance the pedestrian realm, and improve connectivity to Xenia Avenue.

East End Community Services, New Hope Church, and Mission of Mary Cooperative are vital institutions in the area that should continue to be heavily involved in future engagement.

Steve Whalen Boulevard in Linden Heights

Steve Whalen Boulevard connects the neighborhoods north and south of US 35 and provides access to the highway. Because it was built as part of a highway system that was never completed, it is over-scaled for the volume of traffic it currently carries. Steve Whalen Boulevard improved north-south connectivity, but it creates an east-west barrier between Twin Towers and Linden Heights. It bypasses Xenia Avenue and ends abruptly at the convergence of three neighborhoods. Residents and stakeholders recommended during the engagement process that a vehicular and pedestrian connection be created between Xenia Avenue and Steve Whelan Boulevard to connect Xenia Avenue and Twin Towers to other parts of the City and surrounding neighborhoods. The City's analysis concluded that steep grades would make a connection challenging and costly. A full interchange with movement in all four directions is not likely. This topic is important to the neighborhoods, so the City should continue to explore the feasibility and benefit of a connection.



At the southern end, Steve Whalen Boulevard ends at Wyoming Street. Here, the objective is to create a gateway with signage to celebrate the convergence of Twin Towers, Walnut Hills, and Linden Heights. Wyoming Street is an important east-west connection between Walnut Hills and neighborhoods to the west of the study area. Primarily lined with residential uses, this corridor has great potential as a walkable, friendly neighborhood street. The City should continue to address vacant buildings, absentee landlords, and lack of maintenance through code enforcement and targeted acquisitions.

Steve Whalen Boulevard also borders Highland Park, a well-maintained recreational asset. The City should enhance trails to, from, and within the park.

A detailed plan of improvements for Wayne Avenue.

Wayne Avenue Corridor: Keowee Street

OVERVIEW

The segment of Wayne Avenue at the northern edge of the study boundary carries between 15,000 and 20,000 cars per day in and out of downtown. The US Route 35 overpass marks a clear divide between downtown and the southeastern neighborhoods. Wayne Avenue is home to local businesses that serve the residential neighborhoods.

The intersection of Keowee Street and Wayne Avenue is the most heavily-trafficked along the corridor with the primary movement being the southbound left turn from Keowee to Wayne. Directly across from Keowee is Adams Street, a one-way west-bound residential street that is often used as a cut-through.

Keowee Street is designed more like a highway than a neighborhood arterial and is therefore dangerous for pedestrians. Additionally, the traffic flow between Keowee, the Xenia Avenue Corridor, and on- and off-ramps of US 35 is complicated, with two intersections spaced very close to one another. This deters



Location Map

traffic from accessing Xenia Avenue, a burgeoning commercial/institutional corridor.

Challenges

- Lack of gateway between downtown (north of the US 35 overpass on Wayne Ave) and Buckeye St
- Lack of parking for the commercial uses on the southwestern side of Wayne Ave
- Too much cut-through traffic on Adams St
- Confusing and dangerous intersections at Keowee St, Xenia Ave, the on-/off-ramps of US 35, and the entrance to Dayton Smart Elementary School; this also deters traffic from the Xenia Ave commercial corridor
- Lack of pedestrian infrastructure, including crosswalks, street trees, landscaping

Opportunities

- The large vacant building at Wayne Ave and Buckeye St could serve as a community hub and/or commercial space
- From Bainbridge St to Keowee St, Wayne Avenue could be narrowed to accommodate on-street parking on the southbound side of the street
- The surface parking lot owned by the Halal International Market at Wayne and Adams is underutilized and could be programmed with temporary events (i.e. food trucks, picnic tables, etc.) and signage to activate the highly visible corner
- Realignment of the on-/off-ramps of US 35 and Xenia Ave to meet at a four-way intersection at Keowee St would create extra space for Dayton Smart Elementary School and enhance pedestrian safety

RECOMMENDATIONS

A New Gateway to the Southeast



Aerial of streetscape improvements at Wayne Ave, Keowee St, and Adams St

The overpass of US 35 over Wayne Avenue creates a clear distinction between downtown Dayton and the southeastern quadrant of neighborhoods. This neighborhood vision plan recommends that the City formalize an entrance and enhance the pedestrian realm to encourage continued investment along Wayne Avenue. These improvements could include:

- Activating the vacant building at the corner of Buckeye St and Wayne Ave
- Adding signage (i.e. "Welcome to the Oregon District" heading northbound and "Wayne Avenue Business Corridor" southbound) to give the area an identity
- Adding street trees and other landscaping to liven up the pedestrian realm
- Adding decorative lighting and/or murals underneath the overpass to enhance the transition between neighborhoods

Southbound Wayne Ave Road Adjustment

According to data collected by the City, Wayne Avenue between Bainbridge Street (just north



Aerial of street realignment at Keowee St, Xenia Ave, and on-/off-ramps of US 35



Plan of improvements at Wayne Ave, Keowee St, Adams, Xenia Ave, and Buckeye St

of the study boundary) and Keowee Street carries a slightly lower volume of daily traffic than the stretch south of Keowee Street. Today, there are two travel lanes in each direction with a center turn lane.

Replacing one southbound travel lane with on-street parking would enhance the neighborhood character and provide parking for the retail uses on the west side of Wayne Avenue. Curb bump-outs should match the future plan for Wayne Avenue on-street parking between E 5th Street and Bainbridge Street. Additionally, street trees and/or smaller landscaping interventions should be added to enhance the pedestrian realm.

Adams Street

According to community feedback, Adams Street is a one-way westbound street leading to South Park that sees a lot of cut-through traffic despite the residential nature of the street. For drivers heading south on Keowee Street to Miami Valley Hospital, Adams Street provides an attractive direct route. However, the street is narrow and residential in character and fast-moving traffic creates safety concerns for the residents. Another reason drivers might take this route is the openness of the first block of Adams Street, which has a generous right-of-way width that lacks street trees, and creates the perception that is a cut-through.

The City should add curb bump-outs and landscaping to narrow the pavement width to visually discourage cut-through traffic.

Halal International Market Activation

As previously discussed, the most common traffic pattern in the corridor is the left turn off of Keowee Street onto Wayne Avenue headed southbound. Drivers likely originated from downtown or the northeastern neighborhoods and are headed out of the city. Sitting at the intersection, there is little to denote your location or indicate any activity. The Halal International Market is a bustling, locally-owned specialty grocer but operates primarily from the alley behind the building and uses the Wayne Avenue-facing side as a loading dock.

Using the space at the corner of the parking lot to bring activity to the market with a food truck, small farmers markets, or simply a sign indicating the market would enhance that corner to create a more public-facing marketing strategy.

Keowee-Xenia-US 35 Realignment

Originating north of the Mad River, Keowee Street is an important north-south arterial connection that carries 4-7 lanes of traffic throughout its length. Just north of its termination at Wayne Avenue, Keowee Street connects to US 35 and Xenia Avenue; however, the configuration of these connections today is overly complicated. Confusion caused by the two adjacent lighted intersections, slip lanes, and entrance to Dayton Smart Elementary School creates an unsafe environment for drivers and pedestrians. Additionally, drivers from any direction are deterred away from Xenia Avenue due to excessive medians and short distances between decision-making points. This lack of accessibility disconnects Xenia Avenue and continues to limit opportunity in the Twin Towers neighborhood.

To combat these traffic flow issues, the City should realign the intersections to simplify the movements. In an ideal scenario, the two lighted intersections could be reduced to one, with the on- and off-ramps of US 35 leading directly to Xenia Avenue without slip lanes. Encouraging vehicular traffic to stop at a clear, single location also improves the pedestrian environment, allowing Xenia Avenue another means of access from Wayne Avenue and the neighborhoods to the west. Signage, street trees, banners, street lighting, and other place-making interventions should be included if this design is implemented.

Another opportunity that would result from this realignment project is the opening of a large piece of land (now taken up by the on- and off-ramps of US 35) next to Dayton Smart Elementary School. In the past, this building was a community center; today, the school is isolated from the community and lacks recreational resources. This new space could be gifted to the school and be used for soccer fields, tennis courts, or other family-friendly public recreational spaces.



Existing tangle at Keowee St, Xenia Ave, and US 35



The above rendering shows the proposed designs for the Xenia Avenue and Keowee Street intersection.

Wayne Avenue Corridor: Wayne Avenue and Wyoming Street

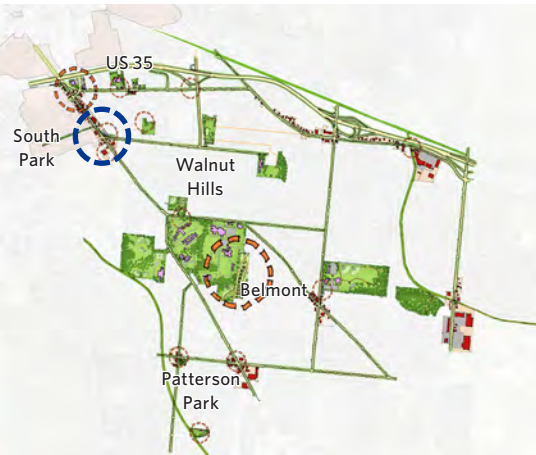
OVERVIEW

The lots on the northeast corner of Wayne Avenue and Wyoming Street have sat vacant for over a decade. Despite the City’s acquisition of the lots and multiple plans to develop these parcels (including a grocery store and a fast-food restaurant), this prime opportunity site has sat empty. All of the buildings around the intersection are set back from the street, with parking lots and curb cuts creating a car-oriented environment that is challenging for pedestrians.

This location is a commercial nexus between two mature residential neighborhoods and could serve as a front door on each side of Wayne Avenue. Other focus areas nearby include the Kroger site just south of the intersection and Park Drive Park just north on Wayne Avenue.

Challenges

- Slip lanes, lack of medians, and speed of traffic make the pedestrian realm unpleasant and unsafe



Location Map

- The Wendy’s and gas station sites each require lots of surface parking and need facade and landscaping improvements
- The entry to South Park to the west and Walnut Hills to the east are not very clear

Opportunities

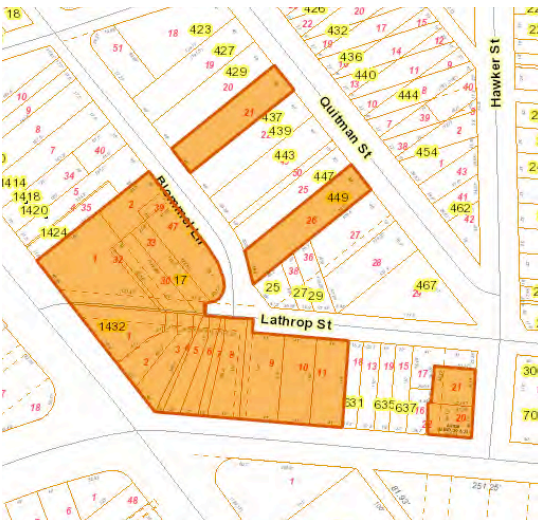
- Mixed-use, retail, or institutional development on the City-owned vacant lots at the northeast corner of Wayne Ave & Wyoming St
- Highly-visible, landscaped corners
- Additional neighborhood-serving retail at this intersection, supported by residential neighborhoods

RECOMMENDATIONS

New Development on Northeast Corner

The vacant lots at the corner of Wayne Avenue and Wyoming Street is one of the best opportunities for new development in the entire southeast region. Historically, this corner was occupied by commercial uses that had a strong presence at the edge of the street, providing a great urban condition at the pedestrian scale. Although the three other corners at this intersection are more car-oriented, this corner’s development could act as a model for future development in the area. Institutional and small-scale retailers should be recruited as tenants. Community members expressed interest in a cafe, ice cream shop, bookstore, and restaurants with outdoor dining.

Architecturally, the building should appear as multiple small storefronts with a central plaza space as a nod to the historical architectural character on the commercial corridor. Parking in this concept is provided behind the building and accessible off the alley. Curb cuts on



Lots owned by the City

Wayne Avenue and Wyoming Street should be minimized and occur as far from the intersection as possible.

Activating the Northwest Corner

The new Oak Street Health Walnut Hills clinic is a strong institutional anchor for the area. Due to the setback from the street to accommodate surface parking, the highly-visible corner at Wayne Avenue and Wyoming Street presents a great opportunity for activation. The signage denoting the start of the South Park neighborhood is an asset that can be built on, especially if landscaping is adjusted so as not to obscure the small sign. A sign for Walnut Hills was mentioned by many community members as a desire. Temporary uses like food trucks and/or pop-up tents should be explored at the corner of the parking lot to show activity as well as provide an easy lunch option for employees all along the corridor.



Perspective rendering of possible development and streetscape improvements



Plan of improvements at Wayne Ave, Keowee St, Adams, Xenia Ave, and Buckeye St

Pedestrian Realm Improvements

The slip lanes, lack of medians, wide rights-of-way, and curb cuts to the Wendy's and gas station negatively impact the experience of pedestrians along this corridor. Reducing curb cuts and adding landscaping where possible would be a major improvement.

An additional pedestrian crossing should be considered at the north sidewalk of Park Drive Park to allow pedestrian access to the park from the east.

Kroger Site Improvements

A block south of the intersection at Wayne Avenue and Wyoming is the regional grocery store Kroger. Atypical for Kroger, the company does not own the building it occupies. Until then, the existing building could benefit from minor facade and interior renovations to modernize and clean up the appearance of the store. The slope of the parking lot down towards Wayne Avenue has been cited by the community as an issue, with carts regularly drifting towards the busy road if left unattended and inclement weather making driving and parking difficult.

Additionally, pedestrian access to Kroger is significantly lacking. Pedestrians regularly cross Wayne Avenue's five lanes of traffic at the most convenient location to their use. The center turning lane into Kroger and Walgreen's can also back up from the Wyoming Street intersection, further complicating traffic patterns. To increase pedestrian safety and traffic flow clarity, a signalized pedestrian crossing accessing Kroger should be explored.

As with many commercial uses in this area, Kroger is set back from the edge of the street, creating a car-oriented environment that feels disengaged from the community it serves. There is a significant slope up towards the surface parking lot that could be better landscaped. A well-maintained pedestrian connection from Wayne Avenue to the entry of Kroger would improve access to the store.



View of Wayne Avenue and Wyoming Street, looking north

Walnut Hills: Walnut Hills Park

OVERVIEW

Located off of Wayne Avenue and tucked into the Walnut Hills neighborhood, Walnut Hills Park is a regional asset that contains plentiful recreational amenities. The Walnut Hills Neighborhood Association maintains the playgrounds, baseball field, tennis and basketball courts, and pavilions. A strategic plan was recently made for the park’s future and primarily focuses on internal functions and activities. The following recommendations are intended to complement these strategies by improving access to and visibility of the park.

Challenges

- The topography of the park creates issues with accessibility and visibility from all sides of the park
- The majority of the park is concealed behind private residences; the only public-facing edge on Wayne Avenue has a significant grade change and very little signage to identify the park
- Lack of parking for regional visitors



Location Map

Opportunities

- The surrounding neighborhood is mature and boasts an involved, active neighborhood association in charge of maintenance
- The retaining walls around the nearby Wayne Ave & Wilmington St intersection are well-liked by the community
- Seniors and staff at Wilmington Place Retirement Community across the street may use the park more often if accessibility is improved, particularly ADA-compliant ramps and improved walking paths

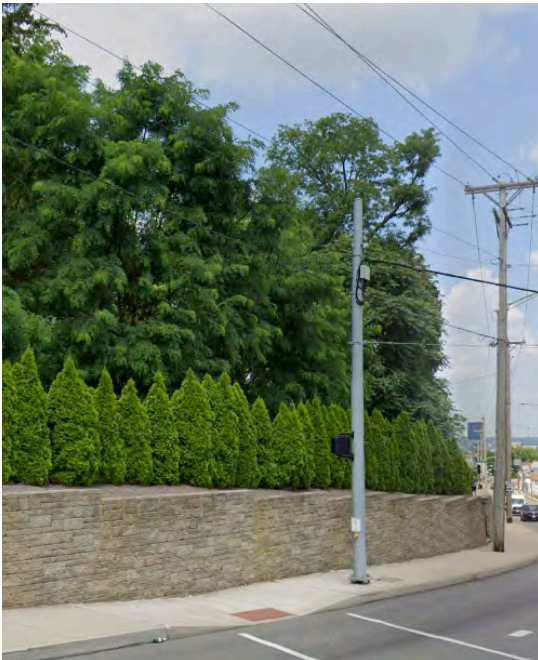
RECOMMENDATIONS

Improved Entry on Wayne Avenue

The stone retaining wall allowing the major grade change between Wayne Avenue and Walnut Hills Park is crumbling and obscures the park’s amenities just beyond the hill. One staircase and a very small sign are the only indicators of activities beyond the wall. The City should replace the retaining wall to match those around the nearby intersection at Wayne Avenue and Wilmington Street. A more grandiose staircase and an ADA-compliant ramp should be incorporated into the wall. Larger signage should be visible to drivers and pedestrians and indicate any events programming happening in the park.

Parking should be added at the end of Clarence Street to support the park’s users.

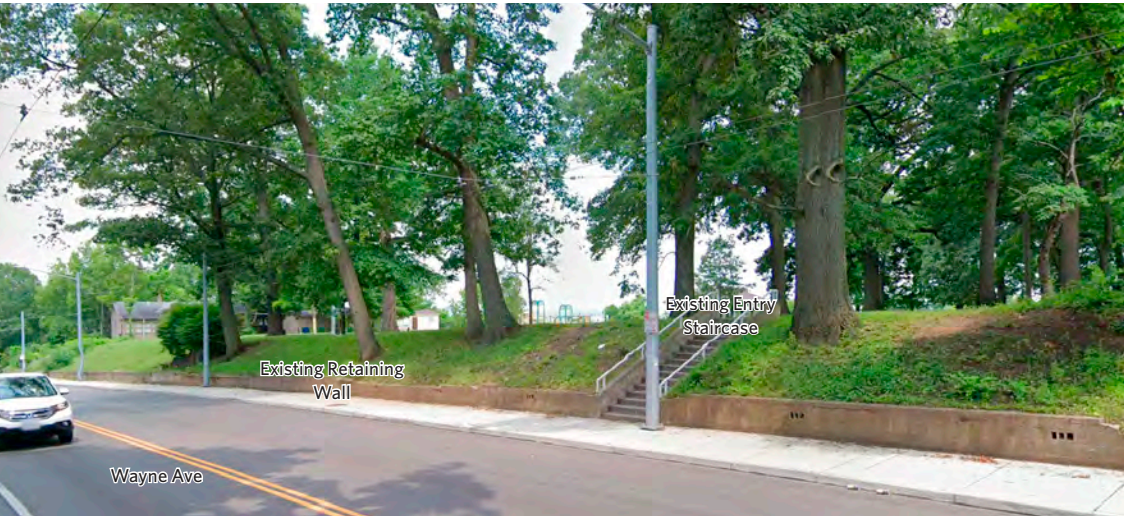
In addition to the recommended recreational amenity updates proposed by the park team, Walnut Hills Park should focus on adding and improving the infrastructure for passive uses. Walking paths with plentiful benches, pavilions, and landscaping should be a priority to attract seniors from Wilmington Place into the park.



Retaining walls at Wayne Ave & Wilmington St



Precedent for the entrance off of Wayne Ave



Existing retaining wall at Walnut Hills Park



Plan of potential improvements to Walnut Hills Park

Twin Towers: Xenia Avenue

OVERVIEW

While the character of Xenia Avenue has shifted away from a predominately commercial one to a predominately residential one, Xenia Avenue has always remained the heart of Twin Towers. Concentrated, targeted investment in key institutions will continue to be the foundation for success in the neighborhood. East End Community Services, St. Mary's Catholic Church, New Hope Church, and Ruskin Elementary School are strong assets and institutions that are already active in the neighborhood. Focusing development from George Street to Dover Street, renovating existing residential properties, and infilling vacant lots along the corridor will further this vision.

Challenges

- Lack of active, thriving retail uses along Xenia Avenue
- Lack of connectivity to nearby neighborhoods to the north and west
- Properties that are not well maintained or are vacant



Location Map

Opportunities

- Over the next 12-18 months, East End Community Services is planning to relocate from its present location at 624 Xenia Avenue next door to 606-610 Xenia Avenue. This move will offer East End significantly more space to provide vital programs and services to help lift families out of poverty and improve affordable neighborhood housing opportunities and overall public safety. The total investment estimate is roughly \$4.5m. The East End initiative will also serve as anchor development within the Xenia Avenue Corridor.
- New Hope Church is investing in the 500 block of Xenia Avenue, converting abandoned storefronts into space for retail, a cafe, a theater, and church gathering rooms. These uses will complement the existing Head Start Program run by the Miami Valley Child Development Center.
- Vacant Food Mart parcel in the 400 block of Xenia

RECOMMENDATIONS

A New Plaza for Xenia Avenue

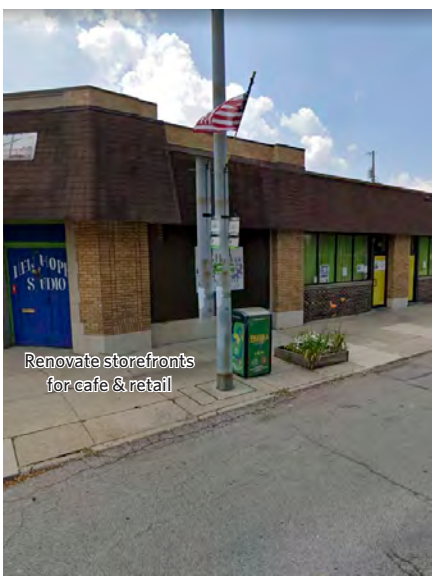
Ruskin Elementary is disconnected from Xenia Avenue and the other assets immediately in the vicinity. A plaza space bridges this gap and creates a central gathering spot for the neighborhood and corridor.

Whether during school hours or off-hours for the school, this plaza would be functional as a public space: providing parking for the area and school while also having the ability to be gated with limited access at certain times. The flexible space could host farmer's markets, pop-up food trucks, and provide a location for other gatherings.

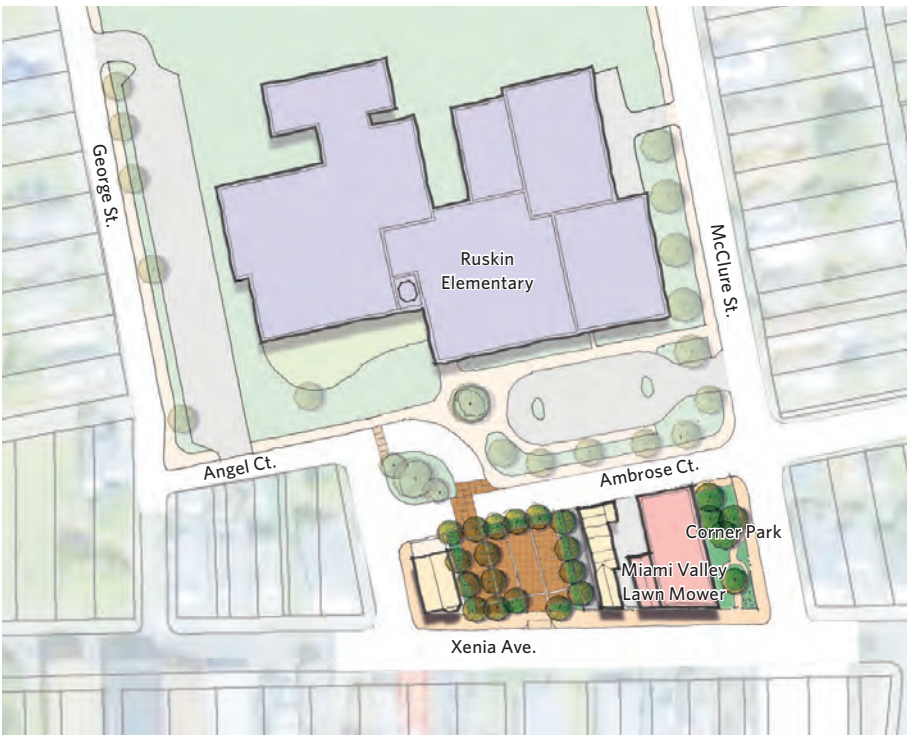
- Miami Valley Lawn Mower intends to remain in their current location for the foreseeable future
- The City can vacate the small alley connecting Ambrose Court and Xenia Avenue and deed it to Miami Valley Lawn Mower for truck parking (eliminating the conflict between trucks and school traffic)
- Build a wall and plant landscaping between Miami Valley Lawn Mower and the new parking court and public space



Investment and expansion of key institutions along Xenia



The new storefronts New Hope will renovate and activate with cafe and retail



Redevelopment of the Food Mart site into a plaza connecting Ruskin elementary to Xenia



The Xenia Avenue Corridor Plan (2020) created by CityWide also recommended activating this space

Transformation of McClure Street

McClure Street is a critical connection the historic inner east neighborhoods and should be conceived equally as a bike, pedestrian, and vehicular route. New sharrows, trees, landscaping, and pedestrian-scaled lighting will encourage residents from one neighborhood to interact with the other and support the commercial opportunities in both.

Utilize Lincoln Hill Gardens

This 5-acre site currently contains community gardens, an urban agriculture education area, and orchards. The addition of the Miami Valley Child Development Center to the site will solidify the park as a strong community asset.



Rendering of the proposed Miami Valley Child Development Center



McClure Street Transformation



A new plaza connects Xenia Avenue to Ruskin Elementary School

Linden Heights: Steve Whalen Boulevard and Wyoming Street

OVERVIEW

Steve Whalen Boulevard, once envisioned as part of a larger ring arterial for Dayton, now connects neighborhoods with easy access and a multi-use path, but also creates a barrier with its large size and limited connections. Since the 1970s residents have slowed traffic and helped to make it feel more like a parkway and entrance to both Twin Towers and Linden Heights. Wyoming Street and Xenia Avenue are critical connectors between the two neighborhoods that Steve Whalen divides.

Challenges

- Xenia Avenue is separated from Steve Whalen Boulevard and currently does not provide the access that would benefit both residents and businesses along Xenia Avenue.
- Funding source, grade changes, and potential approvals with ODOT complicate the construction of a connection from Steve Whalen Boulevard and Xenia Avenue
- Vacant parcels on Wyoming Street require acquisition and funding to improve



Location Map

Opportunities

- A wide, multi-purpose trail along the eastern edge of Steve Whalen Boulevard connects Highland Park to the north side of US 35
- The wide, multi-use path along Steven Whalen can provide an opportunity to connect to the rest of the neighborhood, perhaps at Tacoma Street
- 1608 and 1612 Wyoming Street are City-owned and provide an opportunity for signage for both Linden Heights and Twin Towers at the end of Steve Whalen Boulevard
- The Walnut Hills Neighborhood Association is committed to stabilizing and investing in the housing stock along Wyoming Avenue

RECOMMENDATIONS

Connect Xenia Avenue

Residents expressed a strong desire for Xenia Avenue to be better connected to either Steve Whalen Boulevard or US 35. As mentioned previously the funding, approvals, and physical constraints make this unlikely. This connection is however a long term goal of all the neighborhoods that Xenia Avenue serves. A few long-term possibilities include:

- An additional spur from the eastbound off-ramp of US 35 to Xenia Avenue
- A two-way ramp connecting Xenia Avenue to Steve Whalen Boulevard

Extend the Highland Park Bike Trail

The trail along the eastern edge of Steve Whalen Boulevard could better connect to the neighborhoods north of US-35. Currently the northern terminus of the trail is at Hamilton Avenue, but it should continue north and connect to the Flight Line. This connects the

proposed investment at Highland Park to the greater Dayton bike network.

Reimagine Wyoming Street

Reinforcing the residential character of Wyoming Street as a neighborhood street is a key initiative for the neighborhood. To accomplish this, traffic needs to be slowed and pedestrians need to feel more comfortable on the sidewalks. The following improvements can reinforce this character:

- Create bumpouts at street crossings to delineate the on-street parking spaces more clearly
- Paint crosswalks at key locations to alert drivers to pedestrians crossing

Provide a Gateway at Steve Whalen Blvd.

Steve Whalen Boulevard was designed for cars to move at high speeds and constructing a gateway element at the terminus of this street alerts drivers that they are entering a neighborhood. The parcels at 1608 and 1612 Wyoming Street provide the neighborhood with a place to physically display the pride they have for the neighborhood.



A long-term community goal to connect Xenia Ave.



The orange zone could have bumpouts at the intersections



A typical example of a bumpout

BELMONT, EASTMONT, HEARTHSTONE

These neighborhoods want to enhance the established business district and mature residential character by improving connectivity and the pedestrian experience.

INTRODUCTION

Belmont, Eastmont, and Hearthstone are three mature residential neighborhoods connecting Dayton to northeastern Kettering. Belmont is one of the city’s largest neighborhoods and is located east of Wilmington Pike and south of Wayne Avenue, encompassing the Belmont Business District along Watervliet. Eastmont is primarily residential and occupies the area just to the east of Belmont and the Woodman Fen, a 33-acre wetland conservation area maintained by Five Rivers MetroParks. Hearthstone sits between Belmont and US-35, east of Smithville Road, and contains the Eastown Shopping Center.



Location Map

The three neighborhoods are served by the Belmont-Eastmont-Hearthstone Community Council and the Belmont Business Association. This area of southeast Dayton has three centers of commercial activity. The Belmont Business District is home to many unique and locally-owned businesses, including restaurants, services, and retail stores. Breitenstrater Square, at the corner of Wilmington Avenue and Patterson Road, also in Belmont, sits at the northern section of a commercial corridor that includes banking, pharmacy, and grocery options as well as restaurants and retail. Eastown Shopping Center along Linden Avenue in Hearthstone accommodates retail as well as being the location of one of Greater Dayton RTA’s transit centers.

Belmont, Eastmont, and Hearthstone have strong housing stock and low vacancy rates when compared to other Dayton neighborhoods. While settlement in the area began with the Shakers in the early 1800s and continued around the limestone quarries that fed much of Dayton’s construction, the electrification of the streetcar in the 1920s pushed

suburban development up through the 1950s. Today these neighborhoods are a mix of long-time residents, many of whom are looking for ways to age-in-place, and young families, who enjoy the recreational amenities available nearby.



Watervliet & Smithville Intersection (1955)



The Belmont Business District



The playground at Nordale Park

Belmont: Former Belmont High School Site

OVERVIEW

After receiving state funding to improve their facilities, Belmont High School demolished the original 1960's building and built a new building off Wayne Avenue in 2012. Today, the site of the former high school is an expansive empty lot behind the mature residential neighborhood of Belmont. Institutional amenities surround the site, including Nordale Park, the new Dayton Metro Library, the new Belmont High School, Access Hospital Dayton, and 10 Wilmington Place.

Challenges

- Connectivity to this area is limited to Enterprise Avenue to the south, Maplevue Avenue to the north, and various alleys

Opportunities

- This site is one of the few remaining vacant areas in the strong Belmont neighborhood large enough for development
- Surrounding amenities are institutional and/or recreational and could tie into new development with green connections



Location Map

- Nordale Park improvements are currently in the planning process and highly desired by neighborhood residents
- A diversity of housing types is needed in the neighborhood; active adult housing is an interest for residents hoping to age in place.

RECOMMENDATIONS

New Active Adult Patio Housing

The majority of Belmont’s houses are well-maintained older building stock and many residents are lifelong residents of the community. The neighborhood is desirable, with an opportunity to continue to attract new residents. One-story cottage patio homes would offer options to age-in-place and would provide new housing in this desirable neighborhood, which raises the value of the existing homes. These homes could be organized around parking courts, a pedestrian-friendly street, trails, playgrounds, and green open space. A new street could connect Maplevue Avenue to the north with Enterprise Avenue to the south to provide access and connect to the adjacent streets and Blocks. Velma Street and Morse Avenue could provide additional connections.

Nordale Park Investments

Improvements at Nordale Park are a top priority for Belmont residents. The association would like to see the following investments made at Nordale Park:

- Add a dog park
- Create a splash pad out of the old pool
- Connect to Library and High School with a new trail/path system
- Add signage to Nordale Avenue



Plan of Nordale Park and a new development at the site of the former Belmont High School



Existing aerial view



Site of the former Belmont High School



The playground at Nordale Park



URBAN DESIGN ASSOCIATES

View of the new active adult patio housing.

Belmont: Belmont Business District

OVERVIEW

The Belmont Business District, located on Watervliet Avenue between Woodbine Avenue and Smithville Road, is the primary neighborhood retail destination serving the Belmont neighborhood. This concentration of local businesses and restaurants was noted by the community as an important neighborhood asset, but one that could use a facelift.

Challenges

- Watervliet Avenue has one lane of moving traffic in each direction with on-street parking; however, the lines to distinguish parking from travel lanes have faded so the on-street parking is underused and speeding has become an issue
- Intermittent but inconsistent street furniture, including street trees, planters, and lighting
- Some building facades are older and in need of repair/improvement



Location Map

Opportunities

- The width of the street, wide sidewalks, and height of buildings provide a great foundation for a pleasant walkable neighborhood main street
- Existing businesses work closely with the Belmont Business Association to beautify the corridor
- The corridor is surrounded by strong, mature residential neighborhoods that support the local businesses

RECOMMENDATIONS

Streetscape Improvements

Relatively small interventions in the pedestrian realm can continue to transform Watervliet into a pedestrian-friendly, walkable, beautiful gem of a business district. Improvements include:

- Banners to celebrate the Belmont Business District and/or local events and holidays (borrow the colors of Belmont High School in order to unite the community’s existing branding strategies)
- Add more street trees, planters, and other landscaping where possible
- Add curb bump-outs to define the on-street parking lane from the travel lane
- Re-paint crosswalks to increase safety of pedestrians crossing Watervliet Avenue

- Encourage businesses to occupy the “marketing realm” just outside the front door on the sidewalks to bring activity to the corridor and entice passersby into the shops (sandwich boards, displays, small movable seating, planters, etc.)
- Explore the addition of murals, signage, and other public art on any blank, windowless facades



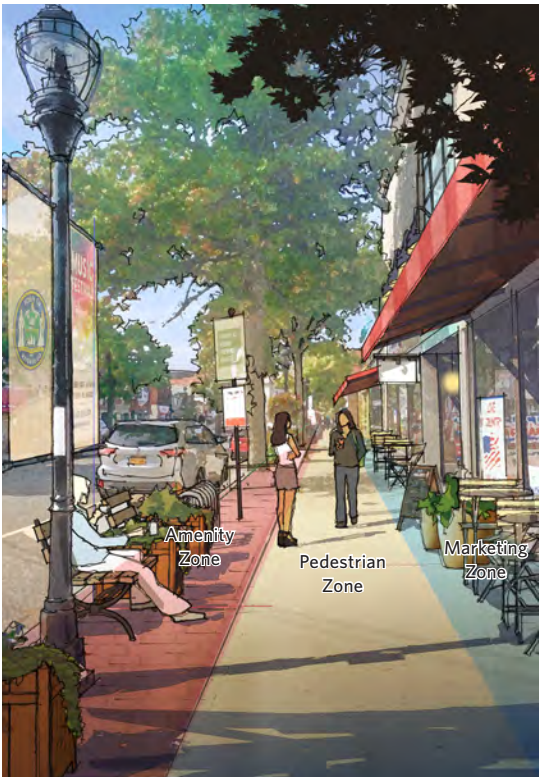
Belmont Business District (1955)



Dayton Theater on Watervliet Ave (1955)



Watervliet & Smithville Intersection (1955)



A healthy sidewalk has three distinct parts



View of Watervliet Avenue's Belmont Business District, from Smithville Road looking northeast

URBAN DESIGN ASSOCIATES

Belmont: Immaculate Conception Church and Lohrey Recreation Center

OVERVIEW

Set back from Smithville Road sits Immaculate Conception Catholic Church and School. The campus is located one block from the Belmont Business District and surrounded by residential neighborhoods. Behind Immaculate Conception is Lohrey Recreation Center, a City-owned and managed recreational center.

These two community assets are currently only connected with two informal driveways and each deals with extreme variation in peak usage. The Archdiocese purchased the properties at the corner of Smithville Road and Highridge Avenue to accommodate more parked cars for services. This property is located at a highly visible corner adjacent to the Belmont Business District and could be used for a higher and better use than parking.

Challenges

- Variations in parking needs throughout the day/week for Immaculate Conception and Lohrey Recreation Center



Location Map

- The parking lot of the Immaculate Conception Church accommodates drop-off/pick-up patterns, processions, handicap parking spots, etc. that must be retained and accommodated

Opportunities

- The proximity of parking lots for Immaculate Conception Church and Lohrey Recreation Center and dissimilar peak usage times/days could be an opportunity to share parking resources
- Property at corner of Smithville Road and Highridge Avenue is owned by the Archdiocese, but underutilized

RECOMMENDATIONS

Share the Parking Resources

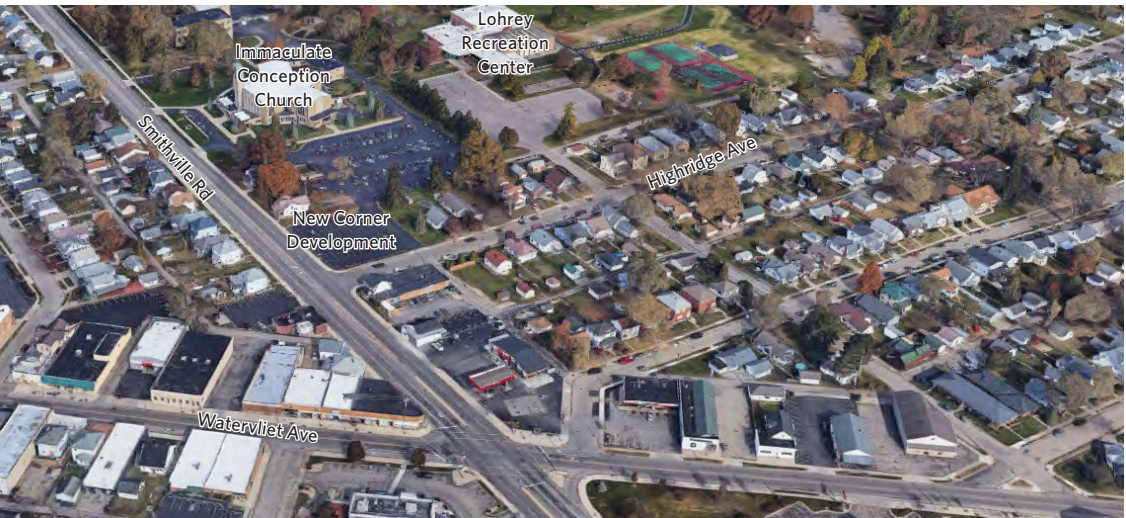
The church's peak parking times are around the holidays and Sunday mornings, while the Recreation Center's parking peak times are weekends and weekday afternoons. To accommodate each institution's busiest times, a shared parking strategy would maximize the current parking resources. More connections between the two parking lots should be explored to improve traffic flow.

Development at the Corner of Smithville Road and Highridge Avenue

Due to its proximity to Watervliet Avenue, the primary business corridor for Belmont, the corner property at Smithville Road and Highridge Road owned by the Archdiocese should be explored as a building opportunity for Immaculate Conception or another institutional to locate an active use close to the Belmont Business District. If parking can be shared with Lohrey Recreation Center, the parking spots could be relocated. Activating this corner would bring more services to the neighborhood.



Corner parking lot from Smithville Road



Existing connection from Watervliet Ave's Belmont Business District to Immaculate Conception & Lohrey



Potential plan for Immaculate Conception Church and Lohrey Recreation Center parking & development



Existing alley between parking lots



Lohrey Recreation Center fitness classes

Hearthstone: Easttown Shopping Center

OVERVIEW

Located at the crossing of Linden Avenue and Iron Horse Trail, Easttown Shopping Center is a well-located mixed-use asset. Today, the shopping center is set back from Linden Ave with expansive surface parking creating a car-oriented environment that does not serve pedestrians or bicyclists. Additionally, the evolution of retail over the last few decades and particularly during the COVID-19 Pandemic has reduced the floorplates that retailers are looking for, leaving surplus available space at Easttown. To accommodate this shift, Easttown’s ownership Skilken Gold has proposed adding artists residences, offices, and other uses to create a mixed-use center.

Challenges

- The sea of surface parking in front of the shopping center creates a very suburban environment that is not pleasant at the pedestrian scale
- According to the existing leases, no outparcels can be added along Linden to block the visual link to retail in the original center



Location Map

- Loading dock behind the shopping center is difficult to pedestrianize
 - Landscaping taller than 3 feet is not allowed as per current leases
- ### Opportunities
- The proximity to the Iron Horse Trail provides pedestrian/cyclist access to the north and south neighborhoods
 - The bus terminal on site is a great asset
 - Facade renovations and improvements already underway
 - Save-A-Lot and CVS are community assets
 - Second floor accessible from the back of the shopping center and could be used as offices, artists’ lofts, etc.

RECOMMENDATIONS

Parking Lot Improvements

Pedestrianizing the expansive parking lot will improve the overall look and feel of the shopping center. Consider adding the following:

- Plaza-like hardscaping along the central entry from Linden Avenue to lead to the retail storefronts
- Add medians, sidewalks, and crosswalks to clarify where pedestrians should walk
- Add hedges and planters with flowers and shorter plants to beautify and clarify the pedestrian realm
- When negotiating new leases, try to add terms that would allow street trees to be planted along Linden Avenue

Iron Horse Trail Connection

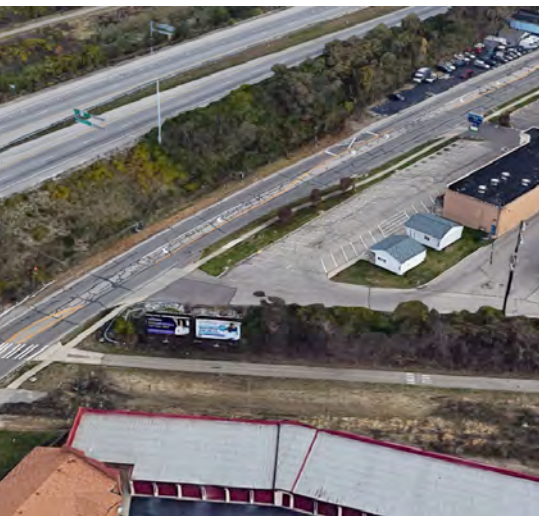
The lack of connection to Iron Horse Trail today is a missed opportunity. The trail already connects to the Creekside Trail and will connect to the Flight Line in the future, linking

Easttown to downtown and the northeastern Dayton neighborhoods as well as the southeastern neighborhoods and Kettering. This network of trails has the potential to attract new customers to the shopping center.

In order to open up to this amenity, the northwestern corner of the Easttown property should be reorganized to face the trail and Linden Avenue. Businesses that cater towards cyclists and families, like an outdoor shop, bike shop, coffee shop, ice cream shop, and even seasonal food and beverage pop-ups would be ideal for this corner. A small plaza connecting the trail to Easttown via a bridge should be explored to safely invite families towards the shopping center. Rerouting the entrance for trucks and/or a drive-through here should be considered.

Mixed-Use Additions

Skilken Gold is currently exploring the potential reuse of offices on the second floor of the shopping center as artist live-work units, residential, and/or office space. Providing programmatic variety here is an important objective; however, the entrance adjacent to the loading dock should be carefully designed to be pedestrian-friendly and clearly delineated from loading patterns. A secondary connection to the Iron Horse Trail to the west and the bus transit station to the east may help this space feel safe and pleasant.



Potential plaza connection & trail-oriented retail



Access to second floor via loading dock



Potential improvements to Easttown Shopping Center

SHROYER PARK & PATTERSON PARK

Beloved neighborhoods, well-connected trails and parks, and locally-supported retail makes these neighborhoods a desirable place to live.

INTRODUCTION

The Patterson Park and Shroyer Park neighborhoods contain well-kept concentrations of single-family homes with some multi-family residential areas as well as stable commercial areas.

Shroyer Park is home to several residential streets lined with cape cod- and ranch-style homes, enhanced by mature trees. Its proximity to the University of Dayton has also led to a modest concentration of students within its boundaries. It is also home to the UD Shroyer Park Center and the DPS Horace Mann school. The northwest part of the neighborhood contains a crossing of the Dayton-Kettering Connector multi-use path (at Irving Avenue). The connector extends south along the western boundary of the neighborhood and eventually

crosses again at Shroyer Road. The neighborhood also contains Patterson Park ballfield and the more recently constructed Wilmington Place subdivision. Its eastern boundary is the corridor of Wilmington Pike.

Patterson Park, featuring its curvilinear streets, is to the south of Shroyer Park. In addition to the residential properties, it also contains a business district at the intersection of Patterson Road and Shroyer Road. In addition to the business district, the Patterson Park open space area is at the southeast corner of this intersection. Another open space in the neighborhood is Jane Newcom Park, where several enhancements are recommended.

This plan puts forth a number of potential enhancements for the Shroyer Park/Patterson Park geography, building on some of its most distinguishing features and assets. One idea is to enhance the locations where the multi-use path crosses roadways, particularly with gateway style signage and better way-finding and more amenities. Another focus is on enhancements to commercial nodes such as at Patterson Road and Shroyer Road, which would benefit from additional lighting, signage, and landscaping, as well as the development of the surface parking lot at the corner. The Wilmington Avenue and Patterson Road intersection is also a focus, where a re-alignment of Broadmoor Drive is suggested

as a way to improve this intersection and add to potentially developable area to the east. For Jane Newcom Park, plans are put forth for the surface of the walking path, as well as accessibility and aesthetic improvements.



An aerial view of Shroyer Park and Patterson Park



Location Map



Broadview Blvd., a typical example of the residential character of Shroyer Park and Patterson Park

Shroyer Park: Shroyer Road and Patterson Road

OVERVIEW

The Shroyer Road and Patterson Road intersection is considered by residents of Patterson & Shroyer Park as the neighborhood gathering spot. Small, local restaurants and bars like Marion's Pizza and Partners are beloved by residents. This node is not only a hub of activity, but also a source of pride. Improving an already beautiful Patterson Park and supporting development of a complementary scale and character is a shared goal for the area.

Challenges

- The pedestrian crossing distances at the intersection are wide and discourage pedestrians from patronizing the businesses in the area
- The streetscape is inconsistent and does not support the small-scale retail character

Opportunities

- Patterson Park is full of mature, shady trees and is centrally located
- Many parcels are underutilized or vacant and provide opportunities for development



Location Map

- The node is within a short walk of many nearby residents as is accessible via the Dayton-Kettering connector trail

RECOMMENDATIONS

Reconfigure Patterson Park

Stakeholders and residents see the potential in Patterson Park. The lawn provides a place to host neighborhood events, relax, or go for a walk. The proposed plan includes sidewalks that weave between the existing trees and connect Broadview Boulevard to the neighborhood commercial hub. The park would be enhanced with a small plaza for seating, a pavilion, and a new sign at the intersection. The City will maintain the park but will work with both neighborhood associations and local businesses to program and activate the space. Specific recommendations include:

- Sidewalk and lighting along Shadowlawn Avenue
- A new, more visible, Patterson Park sign
- Hardscaped area near the intersection, but buffered with landscaping and trees
- A small pavilion or amphitheater for events

Improve the Streetscape

Elements commonly found in active, vibrant commercial parts of neighborhoods are geared towards making the experience more comfortable for a pedestrian. Extending the sidewalks at the crosswalks, planting trees, and adding adequate lighting will help support the businesses that exist today. The environment does not currently prioritize the pedestrian, but streetscape improvements should be made in order to make the area pedestrian friendly.



The reimagined commercial heart of the Patterson Park and Shroyer Park neighborhoods

Develop the Corner

There is an opportunity to develop a new retail building at the northwest corner of Shroyer and Patterson to complete the fourth corner of the intersection. The site is well positioned for retail, restaurant, or some other commercial use. The building should be located close to the sidewalk to engage with pedestrians. Parking should be located in the rear of the building, hidden from view. New businesses locating in this building could collaborate with the neighborhood to host events, activate the space, and draw members of the community to the improved neighborhood park.



New development at Shroyer and Patterson is paired with a revitalized park and new streetscaping

Patterson Park: Patterson Road and Wilmington Avenue

OVERVIEW

Wilmington Avenue is a major arterial connecting the southern suburbs of Dayton to downtown. The character of the area attracts primarily auto-oriented commercial uses. Transformation of the Patterson Road and Wilmington Avenue intersection over time would improve connectivity to the surrounding neighborhoods. Some achievable pedestrian improvements should be pursued in the short term. In the long term, residents would like to see the parking lots of the Breitenstrater Square Shopping Center maintained and beautified.

Challenges

- Fast-moving traffic, wide streets, and sidewalks adjacent to travel lanes are unfriendly for pedestrians
- Shopping centers surrounded by parking and limited landscaping
- Broadmoor Drive creates a confusing and unsafe intersection with Patterson Road and Wilmington Avenue



Location Map

Opportunities

- Local, well-patronized restaurants like Elsa's are destinations and can create momentum for new businesses locating on surrounding underutilized parcels
- The right-of-way widths provide the opportunity to convert some areas designated for vehicles back to pedestrian space

RECOMMENDATIONS

Realign Broadmoor Dive

Broadmoor Drive, a beautiful residential street connects the neighborhoods to the commercial node. Recommendations include:

- Create a single intersection at Patterson Road, narrowing the boulevard to one access point
- Enhance the existing Patterson Park sign with landscaping in the median
- Replat and expand the 972 Patterson Road lot, formerly the Pony Keg, to create a more developable parcel at the corner

Improve Pedestrian Safety

Pedestrians at this intersection have to cross wide rights-of-way and fast-moving traffic. To improve the safety, the City could:

- Create two pedestrian refugee islands
- Repaint or create special paving in place of the current crosswalks
- Restrict the travel lanes where they are greater than 10 feet to create wide sidewalks
- Add streetscaping elements such as lighting, and trees in planters, along both Patterson and Wilmington

Develop the Corners

The acute angle corner sites on the northwest and southeast give the intersection uniqueness, but can be more challenging to develop. A building is currently being developed on the northwest corner. Developing these corners and attracting tenants would further activate this commercial core for the neighborhood.



The vision for the future of the Patterson Road and Wilmington Avenue commercial node

Patterson Park: Jane Newcom Park

OVERVIEW

Every neighborhood has a place that is beloved by its residents. It could be a restaurant, store, or even a street, but for the residents of Patterson Park this cherished spot is Jane Newcom Park.

Challenges

- Parking and access to the park is not clear, convenient, or well-marked
- The park is maintained by the City of Dayton but it is within the city limits of Kettering
- Trash trucks can't access the park and therefore can't collect waste
- The pillars and gate at Tudor Road have sustained damage and create confusion

Opportunities

- The neighborhood association organizes events dedicated to cleaning the park
- A jogging trail around the perimeter of the park was recently upgraded
- The park is immediately adjacent to the Dayton-Kettering connector regional multi-use trail



Location Map

RECOMMENDATIONS

Improve the Safety of the Park

This is the top concern of the park's neighbors and residents of the area. Improved pedestrian and cyclist access will improve both the perception of safety and the actual safety of the park. If neighbors see people utilizing the park, playing basketball, going for a jog, or sharing a picnic at the pavilion, it signals to others that the park is safe and frequently used. This deters other individuals looking for a secluded and not well-monitored place to cause trouble. Improvements that make the park more likely to be used will therefore attract users and improve safety:

- The installation of a new gate that is both attractive and capable of being open during the day or closed at night
- A paved, tree-lined connection from Tudor Road to the Dayton-Kettering Connection to allow ADA-compliant accessibility to the trail from the neighborhood

Create Access for Trash Collection

Regular, frequent collection of trash at the park is only possible if there is a way for trucks to access the park. Tudor Road would be retrofitted with a small hammerhead turn-around for trucks and ADA parking spaces. Tudor Road could also be narrowed and designed so that it appears like a park entry. Today, it appears like a street and is confusing for visitors.

Celebrate Park Entries

A sign, landscaped gateway, or other marker along the Dayton-Kettering Trail to help mark Jane Newcom Park will provide better wayfinding and a sense of pride in the park.



Improvements at Jane Newcom Park



The entry to Jane Newcom from Tudor Road with improved trail access and trash collection

IMPLEMENTATION

Each neighborhood in the Southeast quadrant has identified investments and projects that are most important to implement to continue to build on the strengths of the neighborhoods.

POLICY OBJECTIVES

Build on the strength of desirable, healthy neighborhoods.

Throughout the community engagement, residents of the Southeast quadrant spoke about their love for their neighborhoods and why they choose to live in this part of the City — well-maintained housing stock, easy access to downtown, the University, hospitals, and adjacent cities, and walkable neighborhood districts. However, residents also understand that investment needs to continue to keep their neighborhoods strong, both in commercial corridors and also by building new infill housing. Continued code enforcement will be part of the implementation.

Invest in existing parks and connect them together. Improve trail access points.

The Southeast quadrant has wonderful park assets that are loved and used by the residents. Many of the parks have neighborhood associations that maintain and make minor improvements. The City should continue to support these groups by funding and designing some of the highest priority projects. The Dayton Kettering Connector and Iron Horse Trail run through these neighborhoods, connecting to the University of Dayton, downtown, the Creekside Trail, and, in the future, to the Flight Line. The access points to these valuable trails should be

improved in the Shroyer Park, Patterson Park, Hearthstone, and Eastmont neighborhoods. Walking and biking connections through the neighborhoods and along corridors should be improved to ensure that even residents living in adjacent neighborhoods can safely access the open space amenities.

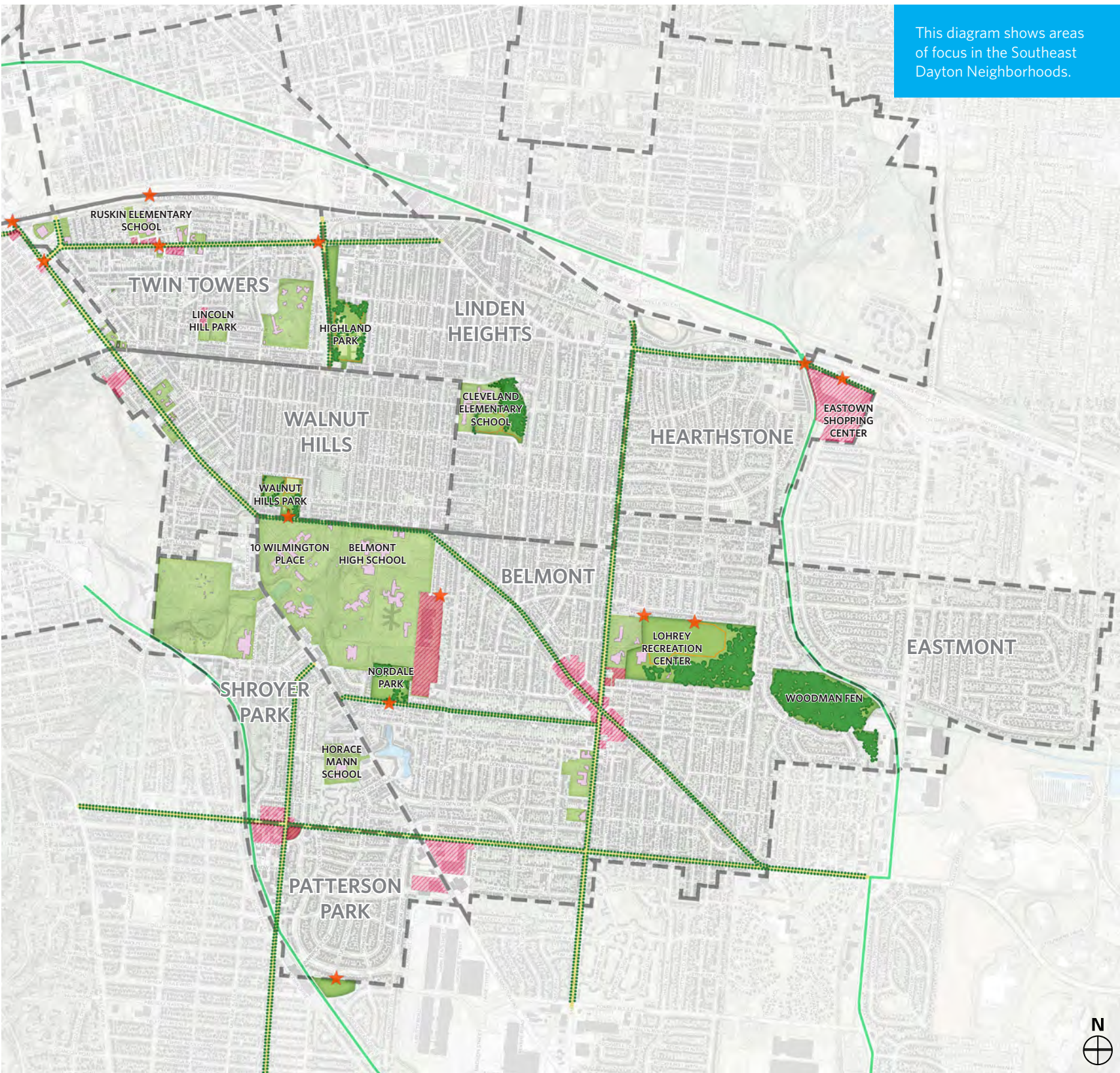
Enhance the Neighborhood Retail Nodes

In nearly every neighborhood in the Southeast quadrant, residents expressed a desire to see commercial areas beautified and vacant lots developed with new uses. Residents want to see existing retail districts (Wayne Avenue, the Belmont Business District, and Shroyer and Patterson Road) become walkable and continue to attract small, local businesses. Beautification, including streetscape, district branding, landscaping, and new crosswalks are key investments for these districts. Residents connect the health of these districts to the health of their neighborhoods as well as property values.

NEXT STEPS

Ensure Commitment

The detailed plan should be shared with additional community members, stakeholders, special interest groups, and elected and appointed officials. The document should be taken through the Planning Board and City Commission approval process and formally adopted.



Twin Towers

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
WAYNE AVENUE CORRIDOR	1 E 5th Street to Bainbridge St: add curb bump-outs to formalize parking	City	3-10 years	--
	2 Bainbridge St to Keowee St: reduce to 1 southbound travel lane by adding curb bump-outs to formalize a parking lane	City	11-25 years	--
	3 Add painted crosswalks at the intersection of Wayne Avenue and Clover St	City	11-25 years	--
WAYNE AVENUE & KEOWEE STREET	4 Add on-street parking where possible	City	--	--
	5 Add painted pavement wayfinding and signage to clarify traffic flow patterns	City	--	--
	6 Provide trees, landscaping, and pedestrian-scaled lighting	City	--	--
ADAMS STREET	7 Narrow the street by creating a wider, hardscape pedestrian area on both sides	City	--	--
	8 Provide benches, planters, pedestrian-scaled lighting and bike racks	City	--	--
	9 Activate the Halal International Market parking lot with signage	Halal International Market Owner	--	--
WAYNE AVENUE & WYOMING STREET INTERSECTION	10 Add new commercial and/or institutional uses to the vacant northeast corner	Developer TBD	--	--
	11 Add painted pavement wayfinding and signage to clarify traffic flow patterns in and out of the fast food and gas station uses	City	--	--
	12 Provide trees, landscaping, and pedestrian-scaled lighting to enhance the pedestrian realm	City	--	--
IMPROVE INFRASTRUCTURE MCCLURE STREET	13 Provide new sharrows	City	--	--
	14 Provide trees, landscaping, and pedestrian-scaled lighting	City	--	--
RUSKIN ELEMENTARY AND XENIA AVENUE	15 Acquire the vacant Food Mart parcel at the 400 block of Xenia Avenue	City	--	----
	16 Demolish the existing Food Mart building	City & Demolition Contractor TBD	--	--
	17 Redevelop the Food Mart parcel as a landscaped plaza, with trees, landscaping, signage, lighting, and special paving	City & Landscape Architect TBD	--	--
	18 Vacate the alley connecting Ambrose Court and Xenia Avenue	City	--	--
	19 Dedicate the vacated alley as additional parking space for Miami Valley Lawn Mower	City & Miami Valley Lawn Mower	--	--
	20 Convert the corner of McClure Street and Xenia Avenue to a corner park	City	--	--

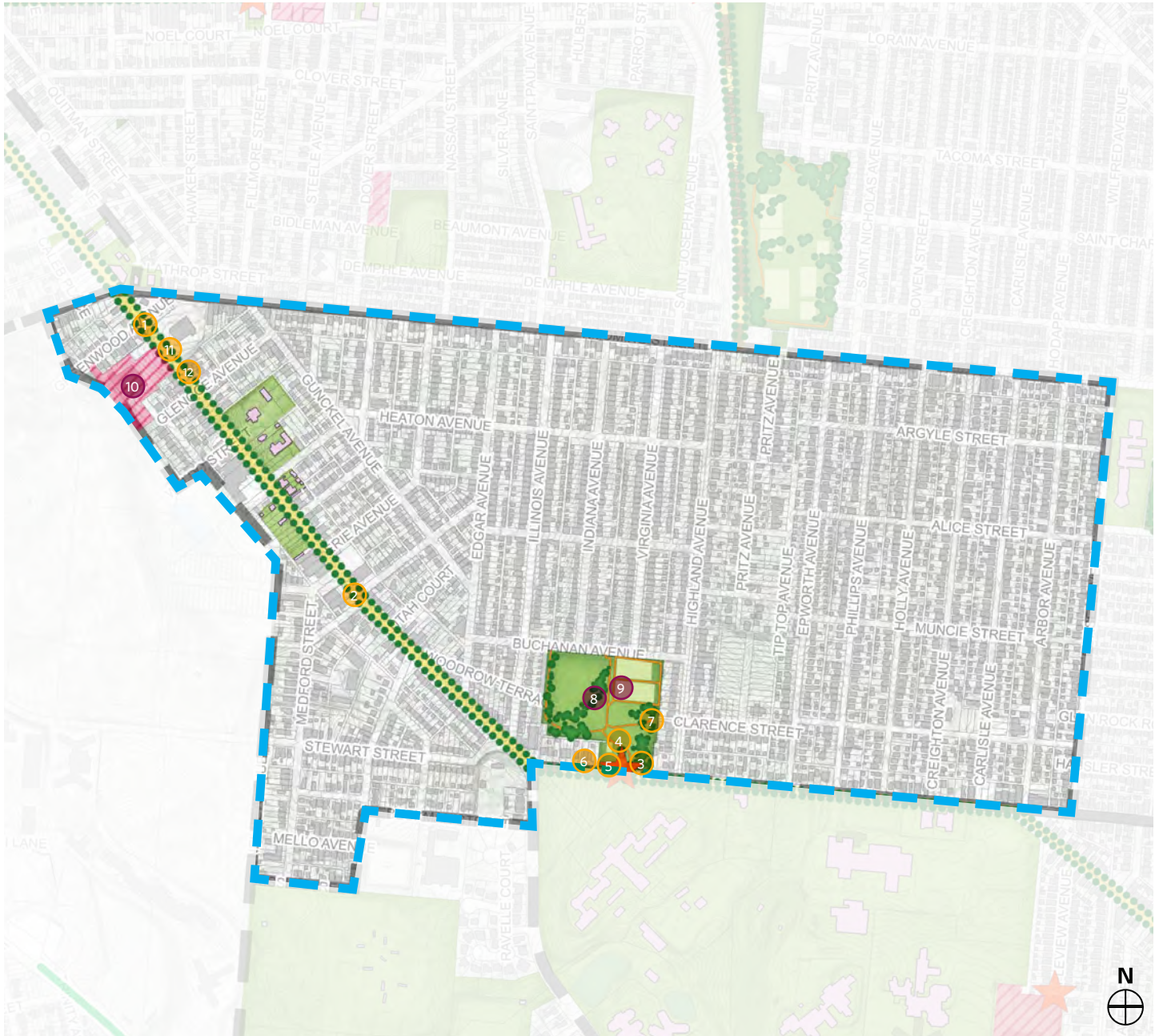


*REFER TO FULL FRAMEWORK PLAN OR INDIVIDUAL PROJECT PLANS FOR DETAILED IMAGES OF PROJECTS

- INITIATIVES TO BE IMPLEMENTED BY OTHER PARTNERS
- INITIATIVES TO BE IMPLEMENTED BY THE CITY

Walnut Hills

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
WAYNE AVENUE CORRIDOR	1 Wyoming St to Waldo St: add 1 additional pedestrian crossing across Wayne Avenue	City	3-10 years	--
	2 Waldo St to Anderson St: match adjacent street improvements by adding curb bump-outs to formalize parking and create additional pedestrian crossing across Wayne Avenue	City	11-25 years	--
WALNUT HILLS PARK — IMPROVED ENTRY ON WAYNE AVENUE	3 Remove the existing retaining wall on Wayne Avenue	City Parks	--	--
	4 Build a new retaining wall	City Parks	--	--
	5 Incorporate a staircase and ADA-compliant ramp into the new retaining wall	City Parks	--	--
	6 Install signage that is visible to drivers and pedestrians, indicating the park's location, events, and programming	City Parks	--	--
WALNUT HILLS PARK — GENERAL	7 Add parking at the end of Clarence Street to support the park users	City Parks	--	--
	8 Update the existing recreational amenities	Park Team	--	--
	9 Improve infrastructure for passive uses - plentiful benches, pavilions, and landscaping	Park Team	--	--
KROGER SITE IMPROVEMENTS	10 Minor facade and interior renovations to modernize and clean up the appearance of the store	Building Owner	--	--
	11 Add a median and pedestrian refuge in the center of Wayne Avenue	City	--	--
	12 Explore a signalized pedestrian crossing accessing Kroger across Wayne Avenue	City	--	--



*REFER TO FULL FRAMEWORK PLAN OR INDIVIDUAL PROJECT PLANS FOR DETAILED IMAGES OF PROJECTS

- INITIATIVES TO BE IMPLEMENTED BY OTHER PARTNERS
- INITIATIVES TO BE IMPLEMENTED BY THE CITY

Linden Heights

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
XENIA AVENUE CONNECTION TO STEVE WHALEN BLVD & US-35	1 Explore Xenia Avenue connection to US-35 with an additional spur from the eastbound off-ramp of US-35	City/ODOT	11-25 years	--
	2 Explore a two-way ramp connecting Xenia Avenue to Steve Whalen Blvd.	City/ODOT	11-25 years	--
HIGHLAND PARK BIKE TRAIL	3 Extend the Highland Park Bike Trail to continue north of Hamilton Avenue to the Flight Line	City Parks	--	--
REIMAGINE WYOMING STREET AS A NEIGHBORHOOD STREET	4 Add bump-outs to delineate on-street parking spaces	City	--	--
	5 Paint crosswalks at the bump-outs	City	--	--
CREATING A GATEWAY AT STEVE WHALEN BLVD	6 Acquire parcels at 1608 and 1612 Wyoming Street	City	--	--
	7 Hire environmental graphics designer to develop new neighborhood gateway, wayfinding, and information signage	City	--	--
	8 Install neighborhood wayfinding signage and neighborhood information markers at 1608 and 1612 Wyoming Street	City & Local Neighborhood Associations	--	--
	9 Paint a crosswalk where Steve Whalen Blvd terminates into Wyoming Street to alert drivers to pedestrian crossing	City & Local Neighborhood Associations	--	--
	10 Reduce the speed limit as Steve Whalen Blvd approaches Wyoming Street	City	--	--
	11 Add bike lanes to connect the Flight Line at Hamilton Avenue to Iron Horse Trail	City	--	--
HAMILTON CONNECTION TO SMITHVILLE	12 Reduce the number of vehicular travel lanes	City	--	--
	13 Add pedestrian crossing at John Glenn Road and St. Charles Avenue	City	--	--

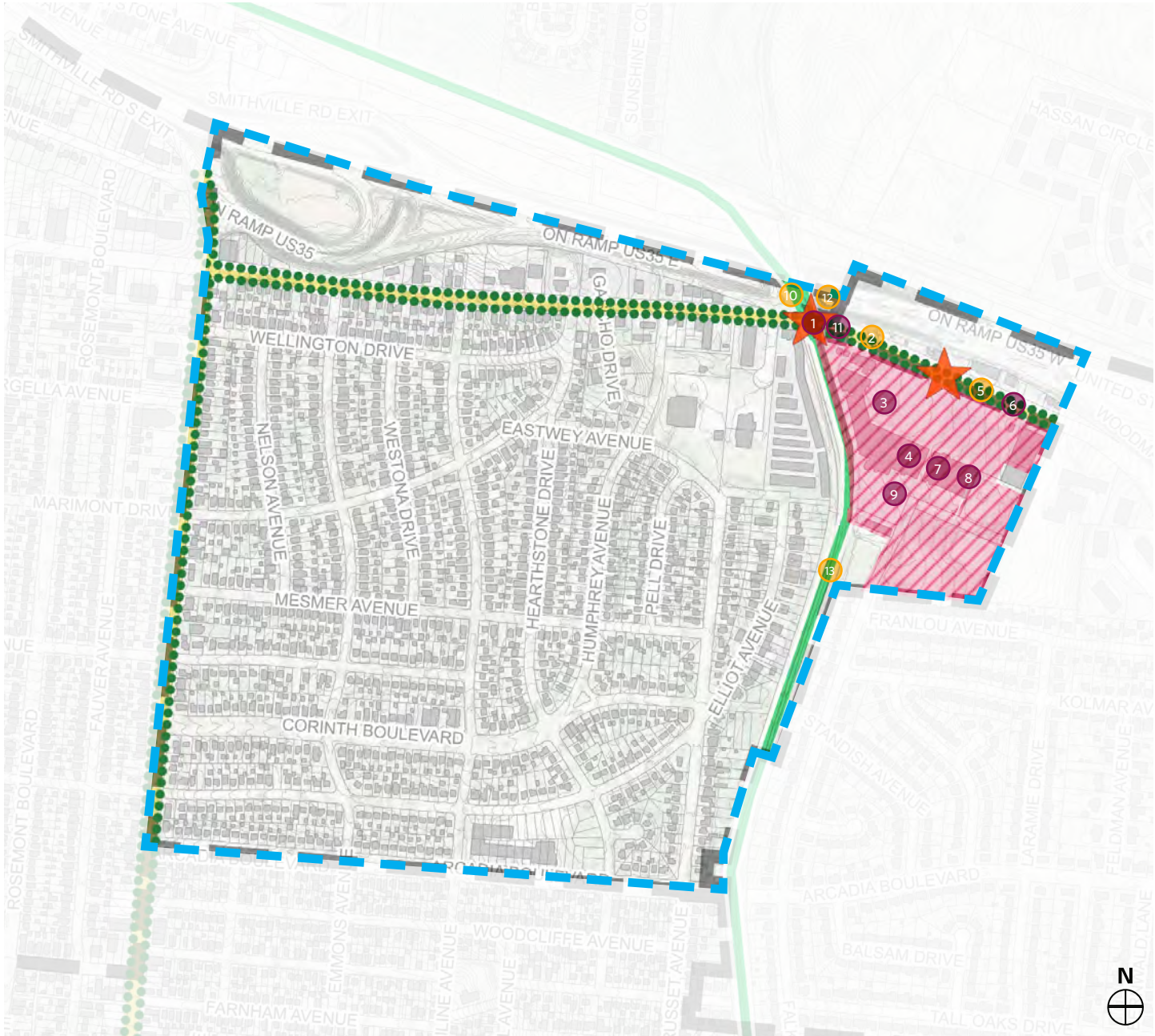


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Hearthstone

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
EASTOWN SHOPPING CENTER — PARKING LOT	1 Create a plaza at the shopping center entrance off of Linden Avenue that extends all the way to the retail (CVS & vacant corner storefront)	Shopping Center Owners	--	--
	2 Add medians, sidewalks, and crosswalks to Linden Avenue to clarify pedestrian realm	City	--	--
	3 Add hedges and planters with flowers and shorter plants to beautify the shopping center	Shopping Center Owners	--	--
	4 Work with the Easttown Shopping Center owners to modify the leasing structure to allow street trees on Linden Avenue	City & Shopping Center Owners	--	--
	5 Add street trees on Linden Avenue	City	--	--
	6 Explore rerouting the shopping center entrance for trucks and/or a drive-through	Shopping Center Owners	--	--
EASTOWN SHOPPING CENTER — MIXED-USE	7 Explore the reuse of office space on the second floor of the shopping center for artist live-work, residential, and/or modified office space	Shopping Center Owners	--	--
	8 Generate programmatic variety in any development added to Easttown Shopping Center	Shopping Center Owners	--	--
	9 Study and re-design the loading dock area so that it is pedestrian-friendly and loading patterns are clearly indicated	Shopping Center Owners	--	--
IRON HORSE TRAIL CONNECTIONS	10 Connect the Iron Horse Trail with the Flight Line to the north	City	--	--
	11 Reorganize the northwestern corner of the Easttown Shopping Center property to face the trail and Linden Avenue	Shopping Center Owners	--	--
	12 Explore a primary connection between the new Easttown Shopping Center Plaza proposal and the Iron Horse Trail via a bridge	City	--	--
	13 Explore a secondary connection between Kettering and the Iron Horse Trail to the west	City	--	--



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Belmont

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
FORMER BELMONT HIGH SCHOOL SITE	1 Explore the creation of a new, senior-friendly housing development to the southeast of Access Hospital Dayton along a new street that would run parallel to Revere Avenue	City/UDA	Completed	--
	2 Refine a master plan for the new housing development	Designer TBD	--	
	3 Build the new street connecting Maplevue Avenue to the north and Enterprise Avenue to the south	City	--	
	4 Hire a developer to design and construct the one-story senior cottages and associated amenities including: parking courts, trails, playgrounds, and parks	Developer TBD	--	--
NORDALE PARK	5 Add a dog park	Neighborhood Partners	--	--
	6 Create a splash pad out of the old pool	Neighborhood Partners	--	--
	7 Connect to library and high school with a new trail/path system	Neighborhood Partners	--	--
	8 Add signage for the park on Nordale Avenue	Neighborhood Partners	--	--



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Belmont (continued)

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
BELMONT BUSINESS DISTRICT — STREETSCAPE IMPROVEMENTS	9 Hang banners to celebrate the Belmont Business District and/or local events and holidays	City/Belmont Business Association	--	--
	10 Add more street trees, planters, and other landscaping where possible	City	--	--
	11 Add curb bump-outs to define the on-street parking lane from the travel lane	City	--	--
	12 Re-paint crosswalks to increase safety of pedestrians crossing Watervliet Avenue	City	--	--
	13 Explore the addition of murals, signage, and other public art works on blank, windowless facades	City/Belmont Business Association	--	--
BELMONT BUSINESS DISTRICT — BUSINESS ACTIVATION	14 Encourage businesses to occupy the "marketing realm" just outside the front door on the sidewalks to bring activity to the corridor and entice passersby into the shops	Belmont Business Association	--	--
	15 Add sandwich boards, displays, small movable seating, and planters in the "market realm" to encourage more activity outside the businesses	Business Owners	--	--
IMMACULATE CONCEPTION CHURCH & LOHREY RECREATION CENTER — SHARED PARKING	16 Explore a shared Parking Strategy	ICC/LRC	--	--
	17 Create more connections between the two parking lots to improve traffic flow	ICC/LRC	--	--
IMMACULATE CONCEPTION CHURCH & LOHREY RECREATION CENTER — DEVELOPMENT CORNER	18 Explore use alternatives to extend the Belmont Business District towards Immaculate Conception and the Lohrey Recreation Center	ICC/LRC/ Developer TBD	--	--
	19 Hire a developer to design and construct the corner development site at the corner of Smithville Road and Highridge Avenue	Developer TBD	--	--
WOODMAN FEN	20 Provide direct access from he Iron Horse Trail to the Woodman Fen trail system for pedestrians and cyclists	Business Owners	--	--



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Shroyer Park

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
STREETSCAPE IMPROVEMENTS AT PATTERSON RD AND SHROYER RD	1 Extend sidewalks at the crosswalks	City	--	--
	2 Plant trees and add adequate pedestrian-scaled lighting	City	--	--
DEVELOP THE NORTHWEST CORNER OF PATTERSON RD AND SHROYER RD	3 Hire a marketing consultant to complete a market study and determine the best commercial use for this corner	City	--	--
	4 Hire a developer to design and construct the new commercial community amenity	City	--	--
	5 Work with local neighborhood associations and businesses, including the new commercial use, to host neighborhood events and draw neighborhood residents to the commercial uses and Patterson Park	City & Neighborhood Partners	--	--
STREETSCAPE IMPROVEMENTS AT PATTERSON RD AND WILMINGTON AVENUE	6 Create two pedestrian refuge islands	City	--	--
	7 Repaint or create special paving in lieu of the current crosswalks	City	--	--
	8 Study the travel lanes on Patterson Rd and Wilmington Avenue to determine where they are greater than 10' wide	City	--	--
	9 Restrict the travel lanes where they are greater than 10' to create wide sidewalks	City	--	--
	10 Provide street trees, landscaping, and pedestrian-scale lighting	City	--	--
DEVELOP NORTHWEST CORNER OF PATTERSON RD AND WILMINGTON AVENUE	11 Hire a marketing consultant to complete a market study and determine the best commercial use for this corner	City & Market Consultant TBD	--	--
	12 Hire a developer to design and construct the new commercial community amenity here	City & Developer TBD --	--	--



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Patterson Park

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
RECONFIGURE PATTERSON PARK	1 Provide a sidewalk and pedestrian-scaled lighting along Shadowlawn Avenue	City	--	--
	2 Install a new, more visible, Patterson Park sign	City	--	--
	3 Hire a landscape architect to design a hardscape plaza and buffer landscaping near the intersection of Patterson Rd and Shroyer Rd	City & Landscape Architect TBD	--	--
	4 Hire a landscape architect to create an overall master plan for the updated Patterson Park	City & Landscape Architect TBD	--	--
	5 Ensure that the park design includes connections from the commercial hub through the park and to the residential neighborhoods	Landscape Architect TBD	--	--
	6 Hire an architect to design and construct a small pavilion or amphitheater for neighborhood events	City & Architect TBD	--	--
	7 Work with local neighborhood associations and businesses to program and activate Patterson Park	City & Neighborhood Partners	--	--
REALIGN BROADMOOR DRIVE	8 Create a single entry for vehicles from Patterson Road to Broadmoor Drive	City	--	--
	9 Enhance the existing Patterson Park sign with landscaping in the median	City	--	--
	10 Acquire the parcel at 972 Patterson Road	City	--	--
	11 Replat and expand the parcel at 972 Patterson Road to create a more developable parcel for the corner	City	--	--
	12 Hire a marketing consultant to complete a market study and determine the best commercial use for this corner	City & Marketing Consultant TBD	--	--
	13 Hire a developer to design and construct the new commercial community amenity for this corner	City & Developer TBD --	--	--



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Patterson Park (continued)

PROJECT	INITIATIVE	LEAD AGENCY	TIME FRAME	FUNDING SOURCE
STREETSCAPE IMPROVEMENTS AT PATTERSON RD AND SHROYER RD	14 Extend sidewalks at the crosswalks	City	--	--
	15 Plant trees and add adequate pedestrian-scaled lighting	City	--	--
STREETSCAPE IMPROVEMENTS AT PATTERSON RD AND WILMINGTON AVE	16 Create two pedestrian refuge islands	City	--	--
	17 Repaint or create special paving in lieu of the current crosswalks	City	--	--
	18 Restrict the travel lanes where they are greater than 10' to create wide sidewalks	City	--	--
	19 Provide street trees, landscaping, and pedestrian-scaled lighting	City	--	--
DEVELOP SOUTHEAST CORNER OF PATTERSON RD AND WILMINGTON AVE	20 Hire a marketing consultant to complete a market study and determine the best commercial use for this corner	City & Market Consultant TBD	--	--
	21 Issue RFP for developer to design and construct the new commercial use	City & Developer TBD --	--	--
IMPROVEMENTS TO SAFETY OF JANE NEWCOM PARK	22 Rebuild gateway markers at Greenmount Blvd. and Tudor Rd.		--	--
	23 Reconstruct section of Tudor Road south of Greenmount Blvd. to incorporate hammerhead turnaround for trucks and enhance pedestrian entry		--	--
	24 Pave multi-purpose trail from Tudor Rd. park entry to Dayton-Kettering Connector and plant shade trees		--	--
	25 Create new entry gateways along the Dayton-Kettering Connector		--	--



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